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THE TOP 100

Our insider's guide to the largest yachts

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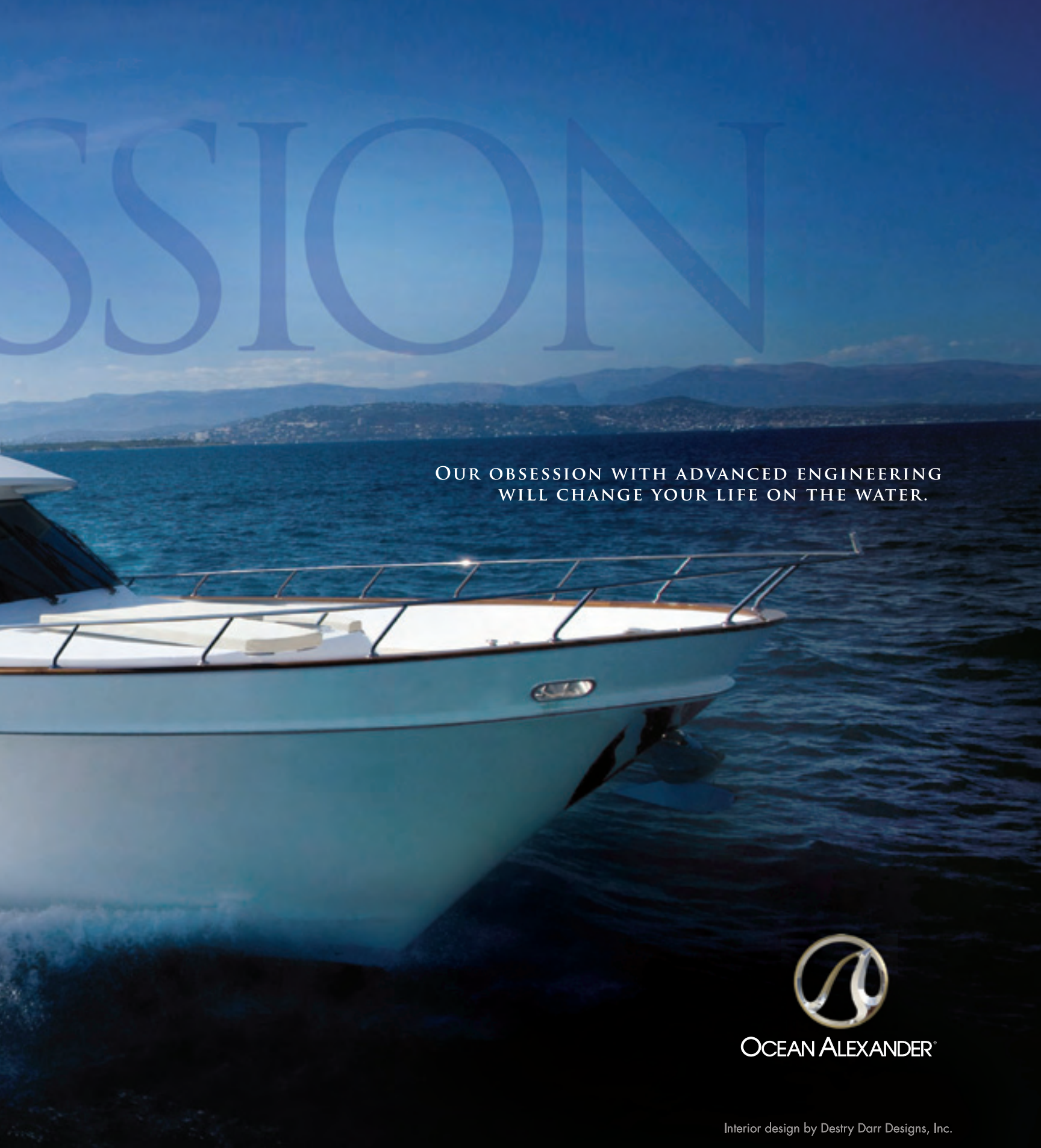
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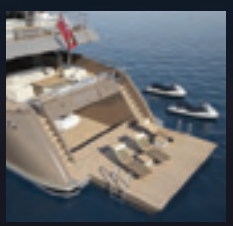

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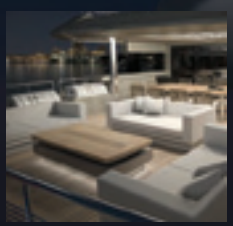
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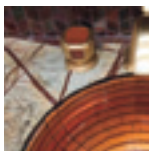
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From first glance, *Katya* is a striking beauty – a symphony of curves and shapes stunningly chic, yet magnificently timeless. Delta's 151-foot full-displacement motor yacht utilizes the most advanced composite technology and naval architecture. Styled by the in-house Delta Design Group – who is also responsible for the entire engineering package – *Katya* is sure to make an unforgettable impression to all who make her acquaintance.

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EDITORIAL

When a rock hits the surface of a pond, ripples go on for a while. The big rock that hit the yachting industry's waters is still pushing rings of change through the seascape we knew. The waves roll on, and companies reorganize, offices close and people move on. It is, at once, unsettling and rejuvenating.

At *Yachts International* ripples of change are positive. A well-known figure in the yachting industry has come to reinforce our international editorial team. Jill Bobrow, former editor of *ShowBoats* and *Boat International USA* (two magazines now wrapped into one title) brings experience and wisdom to our reports on motor- and sailing yachts. While *Yachts International* has always focused on motor yachts, I admit colorful sails off the coast have caught my eye more than a few times. Their ability to harness the natural power of wind has intrinsic beauty. When, last year in Monaco, brokerage firm Burgess extended an invitation to lunch onboard the *Maltese Falcon*, I could not resist. An invigorating tender ride later, I stood on the yacht's vast teak deck, blinking to bring into focus the now famous DynaRig towering overhead. Why not acknowledge the ripple of excitement that sails put into our industry? So, this year, our new Top 100 includes a few extraordinary yachts that had been excluded from our list in years past simply because they had masts and sails, joining the year's new entries.

This does not mean, of course, that we will abandon our motor yachts. Far from it. They are comfortable, often practical and frequently easier to use than sailing yachts. Increasingly, builders are making them more "environment" compliant than they were in the past, too. The new Italian shipyard Arcadia, for instance has attempted to harness the power of the sun in an innovative design package that prominently features solar panels as decorative elements. Correspondent Renaud Jourdon reviewed the new Arcadia 85 for this issue.

Who said it has to be all sail or all power, anyway? The owners of our cover yacht, *Northern Star*, for instance, enjoy both motor yachts and sailing yachts. Their newest motor yacht has a range of 9,000 miles at 12 knots, more than enough to satisfy their appetite for extended cruising. Undeniably, luxury motor yachts offer comfortable platforms to explore pristine and faraway coves and coasts, such as Australia's Great Barrier Reef featured in this issue. Asia Pacific Editor Bruce Maxwell asked captains who've been there with mega yachts for guidance on exploring this vast and eco-sensitive area of the globe.



That ability to go where few others have gone before inspired a group of owners a few years ago to create the International SeaKeepers Society. They saw yachts as natural floating laboratories, able to take samples in areas untouched by urbanism. *Yachts International* recently formed a partnership with SeaKeepers. In this issue, Chairman Michael Moore answers tough questions about the organization and explains why its goals are not only valid but may be "the most valid" of all. Another ripple of change for the good.

Cecile Gauert **EDITOR IN CHIEF**

BEHOLD THE BUCKET

TEXT Jill Bobrow | **PHOTOS** Dana Jinkins

The 2010 St. Barth's Bucket had a record number of entries this year. Thirty nine world-class mega-sailing yachts met March 25-28th in the French West Indies' fabled island for competition, camaraderie and champagne. Evening dock parties, the customary yacht hop and a lively award ceremony allowed all the owners and crew to meet off the racecourse. Four yachts sailed in the first St. Barths Bucket in 1995. Word of mouth and emphasis on fun helped the Bucket's popularity escalate over the years. The Bucket committee has done its best to keep the regatta a noncommercial event, allowing only marine industry sponsorship. Overall winners this year were 1st place, the J-Class, *Ranger*; 2nd, the Perini Navi *Andromeda La Dea*; and 3rd, the Perini Navi *P2*. For more information, visit bucketregattas.com







1st place winner, the J-Class, *Ranger*.



2nd place, the the Perini Navi *Andromeda La Dea*.



3rd place, the Perini Navi *P2*.

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Bob Saxon to head FYBA

Yachting industry veteran Bob Saxon is the new chief executive of the Florida Yacht Brokers Association (FYBA). Saxon, a licensed Florida yacht broker, brings to the position expertise in yacht, crew and new-build project management and luxury yacht charter. He succeeds Rae Whitt, who served as FYBA's executive director for 14 years. Saxon is also the founding and current president of the International Superyacht Society (ISS).

VISIT FYBA.ORG FOR MORE INFORMATION.





Rise of the Phoenix 2
Lürssen launches project J24

Note the "2" in the name of this yacht. It is to be read as "square". The 286' steel-hulled vessel, launched in April, is a successor to a smaller Lürssen named *Phoenix*, built in 2004. The same team that worked with the owner on his previous yacht was also involved in the development of this larger *Phoenix*. Andrew Winch Designs, brokers Moran Yacht & Ship and superyacht builder Lürssen upped the ante on the design and construction of the owner's next yacht. Featuring a large pool, outdoor cinema, indoor/outdoor dining and private owner's deck, the new *Phoenix* has much to offer for entertainment and relaxation. The décor, also by Andrew Winch Designs, refers back to the 1930s and the Art Deco period. Watch for Phoenix² later this summer.

FOR MORE INFORMATION, VISIT LURSSEN.COM



ISA launches 206-footer
Patrick Knowles Design interior

The ISA shipyard, based in Ancona, Italy, has launched the largest yacht it has built to date. The owner commissioned Fort Lauderdale-based designer Patrick Knowles to create a décor inspired by the best luxury hospitality has to offer and infused with a tropical touch. To create the yacht's sleek lines, ISA once more turned to Andrea Valicelli. A two-tone scheme (moonstone and white) does wonders to emphasize the vessel's elegant and dynamic lines. The sundeck is logically organized around three main areas: pool forward, barbecue and dining area under the shade of the radar arch and solarium aft. While spacious, the sundeck is particularly well integrated into the overall lines. A must these days are large windows, extended decks, fluid transitions from outdoor to indoor spaces and a beach club. The new ISA has it all. Two Caterpillar engines give the yacht a 15-knot cruising speed and a top speed of about 17 knots.

FOR MORE INFORMATION, VISIT ISAYACHTS.COM

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[MAKING WAVES]



Oceanco delivers *Sunrays*
And announces new ownership

As the yachting industry continues to go through a transition period, many companies are restructuring. Dutch superyacht builder Oceanco is one of several to have announced changes on the heels of its newest launch. The recently delivered *Sunrays*, previously known as Y-705, is the latest example of Oceanco's new generation of superyachts, which started with the launch of *Amevi* (Y-701). Then came *Alfa Nero*, *Anastasia*, *Vibrant Curiosity* and now *Sunrays*. These five distinctive yachts, based on Oceanco's 80m platform, all are on the Top 100 list. With their sophisticated looks and technology, these yachts brought a new cachet to the already renowned Oceanco brand, which helped attract a new owner. "I see Oceanco as a great brand. The company offers an outstanding growth opportunity as the world economy recovers. Oceanco's order book is healthy and the business shows a strong balance sheet," said Mohammed Al Barwani, who recently acquired Oceanco. A private investor from Oman, Barwani, through his company MB Holding LLC, has diversified interests in energy, manufacturing and minerals and other sectors. An ocean lover, he has owned several motoryachts. Oceanco also has a new management structure. Marcel Onkenhout, Oceanco's former deputy managing director, who has been with the company for 16 years, has been named CEO. Oceanco has been building megayachts since 1995. The 312' *Indian Empress* (ex *Al Mirqab*) is its largest build to date. Oceanco has design offices in Monaco and has a state-of-the-art shipyard in Alblasserdam, The Netherlands. Currently under construction at Oceanco are three yachts over 80m, with a fourth in the planning phases. Other designs on the drawing boards include a 110m yacht, which would require a yard expansion (being considered). Barwani, who graduated from Miami University in Ohio and has a master's degree in petroleum engineering from Heriot-Watt University in Scotland, has a vision. "Oceanco will not only continue to construct outstanding yachts, but it is my intention to take the Oceanco brand to the next level," he said.

For more information about Oceanco, visit oceancoyacht.com

Box Saxon to head FYBA

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New from Heesen Yachts
6500 fast displacement hull form

Heesen Yachts has tank-tested a new 213' all-aluminum hull developed by Dutch naval architects Van Oossanen & Associates for the shipyard's new 6500. Results show that the Heesen 6500 "Fast Displacement Hull Form" (FDHF) increases the yacht's overall performance by about 30 percent over a conventional hullform. The slender hull produces little wake at any speed and shows improved sea-keeping ability and maneuverability, according to the shipyard. Top-end speed is about 27 knots, while at 14 knots, the yacht will have a range of 4,500 miles. Dutch designer Frank Laupman of Omega Architects, who works closely with Heesen Yachts, has created one of the proposed styles for this new yacht, which has strong Heesen DNA. A touch-and-go helipad is located forward, and in a departure from many conventional designs, the pool, is located on the main deck. The lower deck features a vast beach club area, incorporating a bar, sauna and Hammam. A side balcony also provides guests with a close connection to the sea. Heesen Yachts plans to unveil its new design at the 2010 Monaco Yacht Show.

For more information visit heesenyachts.nl

New from Cheoy Lee
The Global 103 Pilothouse Motoryacht

Designer Mike Burvenich and Marty Isenberg of Cheoy Lee North America worked closely to develop this new model. It stems in part from the observation that, while a few yacht owners seek to downsize, they don't want to give up desirable features such as spacious masters or galleys and privacy. The layout of the new Global 103 Pilothouse seeks to appeal to these owners. Mark Burvenich based the Global 103's design on Cheoy Lee's 95/100 series. The yacht features a full-beam, on-deck master stateroom with his-and-hers bathrooms. A walk-in storage compartment forward can be converted into an office. The large galley features a spacious sitting area and practical center island. And, of course, aft of the galley is a formal dining area and the main-deck salon. The lower deck, reserved for four staterooms, can be configured in a number of ways. All layouts make room for a large foyer area with natural light and a washer and dryer. A small refrigerator and icemaker are optional but a nice plus to consider for guest comfort. Crew quarters, located aft of the engine room, have two separate accesses including a port side door that allows the crew to reach the galley without walking through the salon. Here too, various layouts are available to make room for a crew mess or additional cabins, according to owners' needs. The skylounge level contains the pilothouse, which offers access to the foredeck. The full-beam skylounge opens out to a spacious sitting area with room for a hot tub. With twin Caterpillar C32 ACERTs, the yacht has a comfortable cruising speed in the low to mid 20-knot range.

For more information, visit cheoyleena.com

LOA: 103'
BEAM: 22'2"
DRAFT: 5'7"
DISPLACEMENT: 220,000 Lbs.
FUEL: 5,500 Gal.
WATER: 650 Gal
ENGINES: 2 x Caterpillar C32 ACERT @ 1,925 hp each
GENERATORS: 2 x Kohler 40Kw



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New flagship for Richmond Yachts
Status Quo is anything but

With the April launch of *Status Quo*, hull number seven in its succession of tri-deck motoryachts, British Columbia builder Richmond Yachts celebrates the completion of what the company declares to be the largest all-composite motoryacht ever built at a Canadian yard. Sea trials were under way at press time, prelude to an inaugural cruise to Alaskan waters.

The yacht's augmented dimensions have enabled the Richmond Yachts design team to enhance interior spaces and on-deck venues, to incorporate a dive locker adjacent to an extended swim grid, and at flybridge level, a larger deck area accommodating a helicopter pad. Here also, a fountain and waterfall display enhance the spa tub, predictably a focal point of the yacht's topmost deck. On the main deck aft, a sheltered social area features a large dining banquette, barbecue and a Teppanyaki grill. Throughout the yacht, sapele cabinetry and paneling, intricately inlaid with accents of pommele, purple heart, black walnut and ebony, reflect the yard's philosophy of consistent refinement; cabinet fronts feature the bombé-style that has become a signature of the Richmond marque. Accommodations include a main-deck master suite spanning the full beam forward, and on the lower deck, four guest suites. Crew accommodations include three double cabins forward on the lower deck, an engineer's cabin aft of mechanical spaces, and a double captain's suite adjoining the pilothouse.

The fully stabilized *Status Quo* is driven by twin MTU 16V2000 mains. The bulbous bow feature, another first for the Richmond yard, reduces pitching and allows the hull to achieve maximum range at a higher speed compared to a conventional hull design. Dual Caterpillar generators each supply 74 kW of a.c. power. To allow charter service at the owner's discretion, the yacht is classed ABS +A1 Commercial Yachting and is MCA compliant. The extensive use of LED lighting, according to the yard, reduces onboard power demand by up to 9 kW, reducing generator lead and fuel consumption.

Hull number eight, a second Richmond 150 currently under construction at the Richmond, B.C., yard, is on schedule for completion and in launch in time for a planned debut at the 2011 Fort Lauderdale International Boat Show.

For information, visit richmondyachts.com

LOA: 150'
BEAM: 28'
DRAFT (HALF LOAD): 7'

DISPLACEMENT: 250 tons
ENGINES: 2 x MTU 16V2000
GENERATORS: 2 x Caterpillar 74kW

CLASSING:
ABS +A1 Commercial Yachting

Power and sail at HJB
Athos launched

Holland Jachtbouw (HJB) has entered a busy period. The Dutch shipyard has launched the 203' Andre Hoek-designed *Athos*. The world's largest privately owned two-masted schooner undertook a two-day journey onboard a barge from the shipyard, located near Amsterdam, to the northern town of Harlingen, where it had its first taste of water. The sailing yacht features a 203' carbon fiber main mast, the largest built in The Netherlands. Meanwhile, the versatile custom builder continues working on a 141' semi-displacement motoryacht with naval architecture by Langan Design Associates, due to launch this summer. Rhoades Young designed *Cassiopeia II*'s interior, in close consultation with the owner. The interior features an interesting juxtaposition of classical architecture and modern furniture. The chosen veneer for the cabins is limed oak, a great backdrop for the custom furniture, which Rhoades Young also designed. The yacht's central feature is a pair of offset reverse spiral staircases, linking all three decks. On the bridge deck, the interior changes to teak and Indonesian-style furniture contributes to a more casual feel.

For more information, visit hollandjachtbouw.nl



WHAT WOULD A YACHT LOOK LIKE
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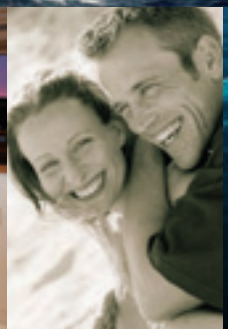
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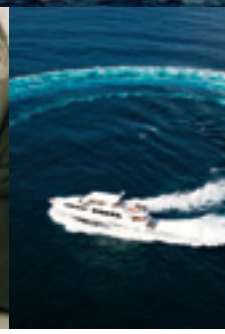
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Soraya 46
Forward landing pad

Soraya Yachts tackled a number of complex design issues on its soon-to-launch Soraya 46. The yacht Soraya set out to build was to be technologically advanced and suitable for corporate use. So the builder found it useful to have a helicopter landing facility onboard for quick arrivals or getaways. The helipad, however, should not distract from the overall style. One of the key features in the styling is that it is a clean, clutter-free design. The foredeck itself was designed as a blank slate, without visible anchor lockers, chains and winches. It is not unheard of for a yacht 152' in length to have a landing pad; it is much less common for the helipad to be located on the foredeck in this class of vessels. The helipad on the all-aluminum Soraya 46, built to RINA charter class, required serious engineering to meet stringent criteria of strength, weight, design and workability. The aluminum structure was designed to support a load up to 3.5 metric tons, accommodating most four- to six-passenger helicopters, according to the builder. Also integrated in the helipad is a discreet and efficient lighting system for guidance and safety and a set of stainless-steel stanchions holding a safety net. The helipad rises up to a height that is sufficient for the crew to handle mooring maneuvers in all safety. Alternatively, that same space can serve as a shaded spot for the crew to take a quick break, away from the guests. Gentech Ltd., which has diversified interest in business aviation, real estate, engineering and fashion retail, is building the Soraya 46 at its shipyard in Turkey. The yacht is expected to be ready in the fall.

FOR MORE INFORMATION, VISIT SORAYACHTS.COM





© NEIL RABINOWITZ

Northcoast Yachts launches the 125 RPH
Boldly contemporary

Northcoast Yachts has launched its latest build, an all-composite 125' raised-pilothouse motoryacht, at its Tacoma, Wash., yard. Shortly following the launch, the shipyard moved the yacht to Seattle for final fit-out and a series of sea trials.

The new yacht features an original hull design by Jack Sarin, with exterior styling by Paul Fredrickson, interior by Adriel Design, and décor by Stephen and JoDee Yadvish. The overall style is boldly contemporary, with elongated exterior contours and an extended composite hardtop emphasizing a low profile, and interior spaces anchored in dramatically figured wengé and rosewood with maccassar ebony accents. Keynoting the interior arrangement are a 9' overhead in the salon sitting area and, leading to the pilothouse, a strikingly styled suspension stairway executed in stainless -steel and leather. Accommodations include a main-deck master suite with his/hers bath and dressing area forward and one half-level below, on the accommodation deck, two VIP suites and two guest suites, one with a queen berth, the other offering two twins plus Pullman. Crew quarters aft include captain's suite, two double crew cabins and a crew lounge. The galley is fitted with Wolf, SubZero and Viking appliances, and a leather-clad sole.

The pilothouse features advanced navigation electronics and a display panel that, when not in use, folds down to open the view through the five-pane windshield. Here, guests can enjoy relaxing on a compact observers' banquette or, on the starboard side, a hinged chaise lounge. A second helm position, two docking stations and facing lounge settees command the forward portion of the sundeck; aft and three steps down is a boat deck of sufficient size to accommodate a wet bar, barbecue, jetted spa tub, and raised sunpads in addition to a Nautical Structures crane for an athwartship-mounted tender.

Twin Caterpillar C32 ACERT main engines each develop 1,925 hp to produce an estimated top speed of 22 knots. The RINA-classed 125 features a cored hull and superstructure laminated with E-glass woven and knit rovings and vinylester resin. The yacht is available for sale on an open listing.

FOR MORE INFORMATION, VISIT NORTHCOASTYACHTS.COM

LOA: 125'6"
BEAM: 25'5"
DRAFT: 6'3"
CONSTRUCTION: COMPOSITE FRP

ENGINES: 2 x 1,925 HP CATERPILLAR C32 ACERT
MAXIMUM SPEED (EST.): 22 KNOTS
RANGE (EST.): 2,750 NM

FUEL CAPACITY: 7,800 GAL.
WATER CAPACITY: 1,000 GAL.
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News from Marsh
Luxury Yacht Practice

Insurance broker and risk advisor Marsh has named Scott Lockman as head of its Luxury Yacht Practice's Fort Lauderdale office. The Luxury Yacht Practice, headed by Greg Glover, focuses on the complicated issues of insuring and minimizing risk and exposure for luxury vessels and their owners. Increasingly capable of traveling far and wide, with a full complement of crew and more often than not charter guests, yachts are complex, far beyond the state-of-the-art systems they carry. Marsh's Luxury Yacht Practice navigates these difficult waters, offering clients tailor-made risk management and insurance programs. The Luxury Yacht Practice is part of Marsh's Private Client Solutions, which, in addition to representing many of the world's largest yachts, places coverage for billions of dollars of fine art, collectibles and jewelry. Lockman has an extensive background in risk management and in handling marine-related and international cargo claims. Before joining Marsh's Luxury Yacht Practice, he worked for 15 years with Marsh's commercial risk assessment division.

For more information, visit marshyacht.com.

Rybovich Superyacht Refit
Utopia's new paint

Rybovich Superyacht Refit recently refinished the 236' Feadship *Utopia* at its modern facility in West Palm Beach, Fla. Even for a professional paint team, it had to be a challenging task. Rybovich had four weeks to complete the massive undertaking. The in-house paint team had to work with a flotation device to support ship-size scaffolding and a state-of-the art filtration system. They did the job dockside, under a climated-controlled tent enclosing the entire vessel, and delivered on time and on budget.

For further information, visit rybovich.com





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A new kind of support vessel
Amels unveils the 28-knot *Oberon*

They've been called shadow vessels for a good reason. Up to now, support vessels were designed to follow the mother ship to its destination, with a full complement of toys and relief crew. Amels has turned the concept inside out by developing a Fast Yacht Support vessel with a top speed of 28 knots. This means the support vessel can escort or precede the mother ship to its destination. What a concept! Once the yacht arrives, it can switch on its dynamic positioning system (or drop anchor) and guests can start enjoying themselves immediately, with everything already in place. The 164' *Oberon* Sea Axe is the first such vessel to be in service. It owes its unusual look and speed in part to the Axe Bow design, developed by Amels' parent company, the Damen Shipyards Group, and the Delft University of Technology. The naval architects behind the concept believed that combining a deep forefoot with a very narrow bow entry could significantly reduce the slamming motion of a ship in rough seas, which causes it to slow down and is largely responsible for seasickness aboard. The theory proved correct, and Damen used this patented design to build supply vessels to service, for instance, offshore oilrigs. These fast, reliable and economical vessels quickly caught on and Damen has delivered 18 of them already. Amels, Damen's exclusive yacht division, took notice and applied the concept to meet the demands of large yacht owners for reliable support vessels. *Oberon* is the first to begin service as a yacht support vessel. In addition to speed, the vessel features ample space to carry any number of craft, including a helicopter and tenders, and personnel (including security detail, relief crew or staff). The 164' Sea Axe 5009 features a 2,380-sq.ft. work area on the open deck and has a 250-metric-ton deck-cargo capacity. This is ample room for safe helicopter landings and take-offs and to haul extra-large craft that may not fit on the main yacht. The deck crane has a lifting capacity of 14 tons. Capable of crossing the Atlantic at a cruising speed of 18 knots, the Sea Axe 5009 can be customized to allow for more or less crew space and take guests back and forth. Also meant to look good, the support vessel can be matched to the mother ship and its spacious deck can be finished with sturdy artificial teak by Bolidt, providing a more finished look. Amels also proposes two other models, a smaller Sea Axe 3707 and larger Sea Axe 6711.

For further information, visit amels-holland.com



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MARC UDO BROICH 5

Apreamare returns to it roots
And opens office in the U.S.

Apreamare has new and familiar owners, which include members of the founding Aprea and Pollio families. With roots that run deep in the history of boating in Italy's Sorrento region, the company, after separating from the Ferretti Group and its company-owned U.S. distributor Allied Marine, made the strategic decision to keep a strong foothold in the U.S. Apreamare has been in the American market since 1993, one way or the other. Recently the company opened a new U.S. office. Marc-Udo Broich has been named Fort Lauderdale-based Apreamare Yacht LLC's president and CEO. The goal for this new company is two-fold: to continue marketing the brand in North and South America and have a direct involvement in the maintenance of Apreamare yachts in this part of the world. To extend its reach to customers in other areas of the U.S. and in South America, Apreamare alo has announced a number of partnerships. The company chose experienced yachtsmen able to understand the needs of their clients, experienced yachtsmen themselves. So far, Apreamare has partnered with Tom Sulentic, owner of Newport Yachts Sales in Newport, R.I., and in Huntington, N.Y., with Michael Landsberg, owner of Down East Yachts. Apreamare's first partner in Latin America is Venezuela-based RGR Marine Group. Apreamare builds a line of classic boats inspired by the traditional Gozzo Sorrentino and, since 2005, the innovative Maestro line. The common ingredient in these models crafted in Italy is passion.

For information, contact, Marc-Udo Broich, Apreamare Yachts, LLC, +1 954 651 9210 or visit apreamare.it

Jongert launches 128' motoryacht
Lucia-M features Guido de Groot Design

The Jongert Shipyard, which was bought last year by a consortium of European investors, has launched the 128' *Lucia-M*. The 3900MY, a speedy flybridge yacht, is the first motoryacht of this size ever built by Jongert. A well-known sailboat builder, Jongert had responded to requests from its clients and developed a new line of all-aluminum motoryachts, starting with this stylish 128-footer designed by Guido de Groot and Azure Naval Architects. The owner of *Lucia-M* is a German hotel developer and this is his third motoryacht. Jongert is hoping to show *Lucia-M* at the 2010 Monaco Yacht Show. Jongert also will launch its 2400M SY this year.

For more information, visit jongert.nl

LOA: 127'10" (39m)
BEAM: 25'7" (7.8m)
DRAFT (HALF-LOAD): 6'7" (2m)
MAXIMUM SPEED: 28 knots
CRUISING SPEED: 24 knots
ENGINES: 2 x MTU 16V4000 M93
NAVAL ARCHITECTURE: Azure Naval Architects
INTERIOR DESIGN: Guido de Groot Design
EXTERIOR DESIGN: Guido de Groot Design



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Azimut's big news
The Grande line and more

Shortly after announcing a whole new line of yachts called "Grande", Azimut reports it has returned to positive growth. According to a company press release, workers have resumed a full-time schedule at all production sites. The order book is 50 percent up compared to the same time last year. "We are witnessing a reversal in trends and, although we must necessarily be cautious, we are optimistic that the worst is over for Azimut-Benetti," said Chairman Paolo Vitelli. While coping with the recession, the Azimut-Benetti group did not turn its back on product development and kept up with an aggressive goal in terms of product launch. The new "Azimut Grande" line is part of the company's plan to launch 30 new models in the next three years. By 2013, Azimut will have introduced four models in what is to become its flagship line. The first is the 120 SL (interior of main salon is pictured), slated for completion within the next few months. A 100' Raised Pilot House, a 110' Widebody and a 126-footer with two and a half decks will follow. Azimut emphasizes that owners will be given the opportunity to customize and express their individuality with these models. Benetti, which builds both custom and semi-custom yachts, plans to introduce seven new models ranging from 90 to 164 feet.

FOR MORE INFORMATION, VISIT AZIMUTYACHTS.COM

Christensen's latest launch
Remember When

Christensen Shipyards has launched *Remember When*. The 162' motoryacht soon will be delivered to owner John Rosatti. His current Christensen, the 157' *Nice N' Easy*, built in 2005, is offered for sale. Design firm Carol Williamson +Associates Limited drew inspiration from the owner's current yacht when designing the new yacht's interior, which features six staterooms. High-gloss walnut and custom marble are found throughout. Christensen did all the stonework in-house. The shipyard's naval architects also worked on the yacht's exterior styling, giving it a raised forward full-shear bulwark, an extended sundeck and swim deck. Twin MTU 12V 4000 Series mains allow the yacht to cruise at a comfortable 12 knots and reach 17.5 knots at full speed. Dynamic Positioning and Hold at Anchor by Ocean Yachts Systems (OYS) ensure the yacht will keep its coordinates at mooring without dropping anchor. Equipped with a Navis maneuvering and control system, *Remember When* is fully classified and certified to ABS (Maltese Cross) A1-AMS & MCA Unlimited Cruising.

FOR ADDITIONAL INFORMATION, VISIT CHRISTENSENYACHTS.COM

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News from Fairline
New dealership in Florida

U.K.-based Fairline Boats has a new dealership in Florida. Fairline Fort Lauderdale now handles sales and service for customers in the region. Jim Renfrow, former VP of Fairline Boats North America, heads the new sales and service center, located at Harbor Towne Marina in Dania. The European boat manufacturer, with a dealership in New York, sees the U.S. market as continuously relevant. Fairline builds a full range of motorboats from 38' to 78'. The flagship model belongs to the Squadron line. The recently introduced Fairline Squadron 65, pictured, has many interesting features, including a flybridge with incredible room and a platform that lowers for easy tender launch. It is expected to make its U.S. debut at the 2010 Fort Lauderdale International Boat Show.

FOR MORE INFORMATION, VISIT FAIRLINE.COM



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Asia-Pacific quandary
How and where to reach the right market?

Selling big boats in the Asia-Pacific region, which breezed through the global financial crisis and includes fast-rising economic powerhouses China and India, has long been a quandary for American and European shipyards and dealers. How exactly does one tackle the market? At the Shanghai Boat Show two years ago, we asked Lürssen's Sylke auf dem Graben and Michael Bremen why they kept coming back. They said it would pay off in the long run.

Then, this year, people linked with Hong Kong-based Asia-Pacific Boating, now owned by Blu Inc Media, launched a new concept called the "Hainan Rendez-vous". The two Lürssen executives went to that, and decided "It was really worth going," according to auf dem Graben.

Royal Huisman's Evert van Dishoeck traveled from Holland to attend. "It was a very nice event, pretty well organized for a first set-up… For us it was useful to get first impressions, and we intend to participate next year again. There were only Lürssen, Sunseeker, Princess, Azimut, Beneteau and Blohm + Voss. I saw a number of other yard representatives checking it out, and expect more participants in 2011. Time will tell," he said.

The organizer's official report claimed the first edition of the Hainan Rendez-vous attracted more than 5,600 unique visitors during the three-day event, which featured more than 150 exhibitors: "[This event] proved to be the right answer to the needs of the fast-growing China market and the new lifestyle aspirations of the country's high-net worth individuals." So what kind of visitors came?

"Over 180 VVIPs were flown in on some on the world's top jet brands from Beijing, Shanghai, Shenzhen, Xiamen, Chengdu, Hong Kong and Taipei on the first day of the exhibition," said Marketing Director Delphine Lignieres. The aircraft were available for viewing at Sanya Phoenix Airport. The Visun Group, which is also associated with Blu Inc Media, owns the still-completing nearby marina complex, where boats were on display. Exhibitors and visitors still debate whether actual boat sales took place.

Since the 1970s, we pegged Hainan, a large island off the China Coast, as "the future Florida of China," so it is difficult to disagree with the hype. Since then, however, much of Hainan has become industrialized, and there have been some spectacular corruption cases. Another challenge is that few boat reps trying to sell to mainland Chinese have ever been boating on the China Coast. Water is relatively shallow, which can produce choppy, uncomfortable seas, often involving murky visibility. Boating from one Chinese province to the next is a bureaucratic nightmare. For example, the Chinese owners of a 200' vessel at Marina at Keppel Bay in Singapore, the same place where Boat Asia has been located in recent years, have been interested in sailing up the famous Yangtze River. This year they flew to Hangzhou near Shanghai instead, probably putting a voyage in their own boat in the "too hard" basket. Malcolm Forbes made it in his green-hulled Feadship *Highlander IV* many moons ago, but his ebullient personality is a hard act to follow.

The Shanghai Boat Show reacted to the rival Hainan Rendez-vous by starting its own first "Asian Marine Awards of the Year." Meanwhile, Boat Asia in Singapore (pictured), held a few days after Shanghai, was relatively quiet. Yet we feel the region's authentic cuisines, language compatibility and access to prime cruising waters make it an obvious location for mainland Chinese and Indian owners to keep their big boats. Turn right for Phuket, left for Bali. Nearby Indonesia and the Philippines are the world's two largest archipelagos. When the Japanese business bubble reached its zenith in the late 1980s, Japanese owners kept their boats in Micronesia, Hawaii or Queensland in Australia, and commuted to them. It seems reasonable to expect that emerging Chinese billionaires will do likewise. A few negatives emerge from being too showy at home, and if cruising is much more pleasant and year-around only a few hours' flight away, that modus operandi is likely to catch on.

Note: Writer Bruce Maxwell owned and published *Asia-Pacific Boating* monthly for 25 years before joining *Yachts International* 10 years ago

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What's in a name?
MCC names hull two *Mazu*

The second yacht in the Marco Polo series that Maritime Concept and Construction (Hong Kong) Ltd. (MCC) is building at the Cheoy Lee Shipyard in China has been named *Mazu*. In Chinese, "Mazu" (also spelled Matsu) literally means "mother ancestor". Ancient Chinese worshipped Mazu as the one who protected fishermen and sailors, and during the Ming Dynasty built many temples in her honor. MCC chooses names carefully. Marco Polo, the Venetian merchant, who explored China in the 13th century, was the inspiration for the shipyard's transoceanic series. MCC's first vessel, a steel-hulled 148'5" explorer with an easily recognizable dark green hull, has traveled extensively on its one Caterpillar engine, calling on South Florida this past winter. It more than verified its ability to reliably travel the world's oceans, on one engine and a single oversized propeller. While common in commercial shipping, this propulsion option met some resistance in the yachting sector, accustomed to the twin-engine, twin-propeller set up. While the debate may go on, *Mazu* likely will follow its sistership's example and cruise extenvively. After its October 2010 launch—a bit ahead of schedule—*Mazu* is expected to proceed on to Hong Kong after a shake down cruise. The new vessel, featuring a great owner's deck and lower-guest cabins, will be available for charter during the Louis Vuitton America's Cup World Series, held for the first time in Hong Kong in January 2011.

For more information, visit mcc-marcopolo.com or email: km@mcc-marcopolo.com

McMullen & Wing launches *Big Fish*
And signs second contract with Aquos Yachts

Aquos Yachts is a newcomer to the yachting industry, but already has made some waves. A well-carried-out marketing campaign has drummed up interest early on for innovative designs to match a fresh approach to yachting. The first of these is the 148' *Big Fish*, which recently launched in New Zealand, and already has booked a first charter. *Big Fish* is the largest yacht launched at McMullen & Wing. The shipyard's newly refurbished and reinforced slipway has made the launch of yachts of this size possible.

On the heels of the festive launch, custom shipyard McMullen & Wing signed a contract for a second, larger vessel for Aquos Yachts, also designed by Greg C. Marshall Naval Architects. The 165' sister ship will be called *Star Fish*. Based on the same hullform as hull one, it will have six staterooms, including an owner's deck with optional forward-facing cabin with fore and aft decks. Many more innovative features make it a project worth following.

Big Fish , meanwhile, will charter in July and August in the South Pacific. After a planned visit to Fort Lauderdale in October, the yacht will head south to begin an historic circumnavigation from Antarctica to the Arctic. *Big Fish* aims to be the first luxury yacht to complete the Northeast Passage above Russia (a trip planned for July and August 2011).

For more information, please visit aquosyachts.com or mcmullenandwing.com



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Built in USA



Michael T. Moore enjoys a rare moment of relaxation between his busy law practice and his duties to the association he has chaired since 2008.

International SeaKeepers Society
Steering a new course

The International SeaKeepers Society has spent 12 years at the service of the world's oceans. The last two years have been particularly trying due to the nearly worldwide recession. Despite ambitious goals to help the international scientific community find answers to questions and issues linked to global climate change, the Society has not been exempt from criticism. Here, Chairman Michael T. Moore articulates the organization's new goals and direction, including its recently announced partnership with *Yachts International* to help spread the word.

As a busy maritime attorney, what were you thinking when you agreed to take on the Chairmanship of the International SeaKeepers Society?

I had been General Counsel to the Society for several years when then-Chairman-of-the-Board Don Tomlin approached me with his plans for taking the Society to the next level. After explaining his vision and getting my enthusiastic support, he said, "Great, then will you agree to be Chairman?" There were intellectual property issues, hiring issues, public perception issues, and our membership tiers and outreach needed to change. We needed to do a better job of honoring our current members and increase our membership. In short, after 12 years, we needed to adjust our course. Since I was elected in November 2008 it has been nonstop fun! But, seriously, when you feel passionate about something, it does give your life more meaning; it's the way I feel about my law practice, it's the way I feel about SeaKeepers.

A few critics say that SeaKeepers' costly equipment so far has contributed little of practical value. How do you respond?

I have heard this criticism too. So, I am aware of the misconceptions.

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What we do at the International SeaKeepers Society is collect data. Because of the nature of data and scientific databases it's challenging, if not impossible, to "brand" our data so that each scientist knows exactly who is providing the information. We have a real and meaningful challenge to explain and improve SeaKeepers' role in the global conversation on climate change.

One scientist told me recently that what we do may, in time, be *the* most valid contribution. A few scientists now think that the on-land data collection points installed 50 years ago are suspect because, in some cases, what was a suburban collection point is now an *urban* collection point as the cities have grown up around them. The higher temperature readings may have to do with this new warmer urban environment. But, because yachts travel to remote and pristine areas, they send back readings that are pure and reliable and thus important to the scientific community. So does what we do have practical value? There is simply no doubt. Our concept is unique. In time, the yachting world may deliver the answers to questions we now debate.

Of the many ways to address the ocean's issues, why did SeaKeepers choose to use private yachts?

In 1998, the topic on a lot of minds was "global warming". A group of yacht owners in Monaco—their imaginations perhaps lubricated by fine wine—had an idea and, in effect, said, "Our yachts go places less traveled and by definition away from land. We go to pristine, unspoiled areas, and we go there because we enjoy the oceans and we enjoy yachting." Founding members such as Paul Allen, Steve Forbes, Don Tomlin, Mark Grosvenor and Lee Anderson, just to name a few, married their philanthropic and entrepreneurial spirit with their love of the seas and asked, "Why not make our yachts floating self-contained research vessels?" The scientific community loved the idea and SeaKeepers was born.



Alfa Nero, like all Oceanco yachts, is equipped with a Seakeeper 1000 unit

What happens with the data collected onboard private yachts and commercial vessels?

The data collected by units installed on member yachts and cruise ships is passed on every one to three hours to the Global Telecommunications Service (GTS), which then transmits the data to the World Meteorological Organization's (WMO) 192 member nations and territories. Member organizations in the U.S. include NOAA, the National Weather Service and the National Centers for Environmental Prediction (NCEP); in Canada, the Marine Environmental Data Service (MEDS), and in France, the Global Oceans Surface Underway Data Pilot Project (GOSUD) – to name a few.

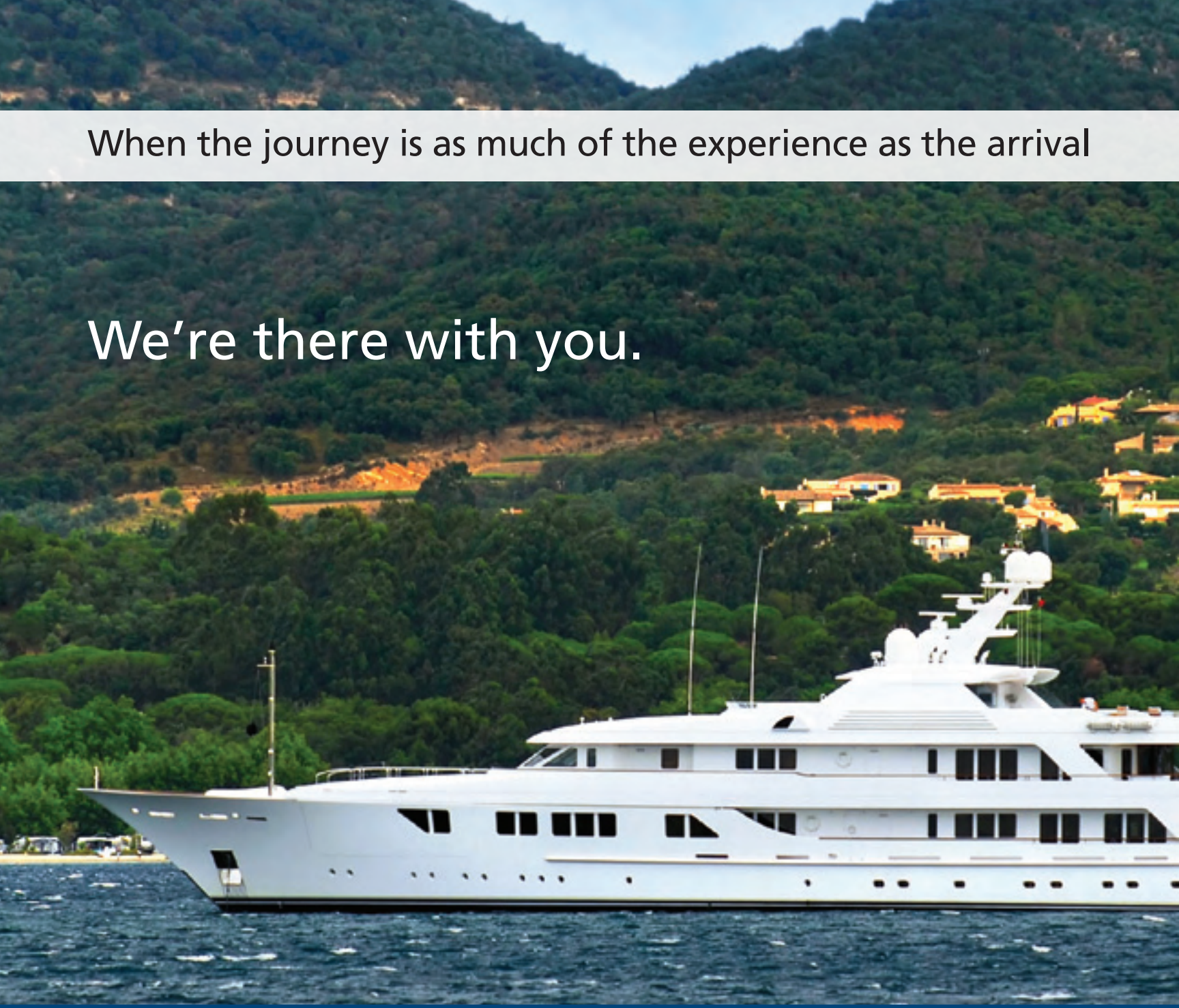
The WMO provides this data free to scientists around the world. In the past, since we did not charge for the data, we did not involve the scientists in our business model. Our current thinking is that scientists are in a perfect position to help us explain how this free data is being used. For example, Dr. Mark Luther of the University of South Florida's College of Marine Science already uses the data and has three more systems being deployed. Four National Marine Sanctuary Patrol/Research Vessels have SeaKeeper 1000 units on board, which will give their reseachers real-time data and information. We are now doing a better job of following the data to the end user and you will start seeing more testimonials as we expand the system in the coming months.

The challenges we face are of a global nature. Who can coordinate efforts on such a scale?

On the user side, the United Nations Educational, Scientific and Cultural Organization (UNESCO), through the WMO, and the Intergovernmental Oceanographic Commission (IOC) are effectively "in charge" since they manage the data and distribute it free to anyone who is studying a meterological or oceanographic problem. If you are a scientist in Kenya and want to be sure farmers in Kenya get better information to save their crops, in effect, SeaKeepers is there for you. The oceanographic data alo is distributed, but it's a bit complicated because each country, it seems, has a different organization. In Canada, the Integrated Science Data Management (ISDM) distributes the data collected by Fisheries and Oceans Canada. France has the Centre National de Données Océanographiques, working with UNESCO. Data collection will transit through government organizations in the short run.

Internally, we are effectively a U.S.- and Monaco-based organization, because our historical origins are in Monaco. You might say that Prince Albert I was the first SeaKeeper as in 1910 he founded the Oceanographic Museum of Monaco, later managed by Jacques Cousteau, whose son Jean-Michel is a SeaKeepers Board member. Today Albert I's great-grandson, Prince Albert II, is

When the journey is as much of the experience as the arrival



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SeaKeepers' new President and CEO Dean Klevan is a Wharton School Grad and ocean advocate.

our patron. We also have a new person "in charge", President and CEO Dean Klevan. He is a Wharton School Grad, has run several financial institutions, serves on the Board of Trustees of the Guy Harvey Ocean Foundation and is a keen fisherman and ocean advocate. We are very fortunate to have him.

What measurements do the SeaKeeper units collect?

In addition to collecting standard meteorological measurements (wind speed and direction, barometric pressure, air temperature and humidity,) we take near-surface measurements of sea-surface temperature (SST), salinity, O2 and pH, and we hope to do more. Measurements of lower-atmosphere and upper-ocean parameters are important for the computation of key energy and gases fluxes between the atmosphere and the oceans – important drivers in the study of climate change. PH measurements are important in the study of ocean acidification. If ocean acidification is occurring, and some believe it is, that's a tremendously frightening prospect. As the ocean's acidification levels increase, even by a very small percentage, you will witness an astonishing series of events starting with the death of little creatures, which are the food source for larger ones. The food chain will be disrupted, and worries about larger sea mammals will become irrelevant at that point. Our sea temperature measurements are mostly between two to three meters below the ocean surface. This is a sweet spot.

In time we could add more sensors. We are encouraged that others are beginning to adopt the SeaKeeper1000 system as a standard onto which they can mount their sensors. For example, Dr. Govind Rao of the University of Maryland has been awarded a three-year $1-million grant to develop the next generation of biological, chemical, optical and bio-optical measurements—specifically measurement of CO2 in the near-surface oceanic range—in collaboration with SeaKeepers, NOAA and Fluorometrix. SeaKeepers does not directly benefit from the grant, but the research will result in new sensors that we could deploy to platforms equipped with SeaKeeper 1000 units.

How easy is it to use and maintain the equipment?

The system is autonomous and requires minimal maintenance, but it is not maintenance-free. It is a sophisticated piece of scientific equipment with computers and high-tech sensors running in a hostile marine environment. The units do feature an innovative "plug-and-play" sensor-swap technology. We also have a unique patented anti-fouling device that prevents biological matter, which invariably exists in the samples, from clogging the flow-through system. But as with all technology, we must continue to improve design and functionality. We are working to make the units smaller and less costly to build. Feedback from our SeaKeepers Professionals (captains and crew), an enthusiastic and previously untapped resource, is helping keep costs down and high-quantity and high-quality data flowing. We need to enable onboard crew to maintain the equipment and are working on a training program to do just that. I hope that every chief engineer in the global yachting community will aspire to be a SeaKeeper engineer; in other words become a certified expert in maintaining and operating a SeaKeeper 1000 unit. Dean is implementing his plan to train crew through free seminars for yachting professionals.

How often to you have to service these units and how do you handle maintenance?

We have been pleasantly surprised with the long-term performance of many of our older units. A few individual "met sensors" need replacing at least once a year, pumps need to be replaced occasionally and the thermosalinograph needs basic cleaning to keep running at its peak. Ultimately, as I just mentioned, I believe the yachts' very qualified crew will be our answer for routine onboard maintenance. Sensor calibrations, however, must be done in a lab. This works well. We are fortunate to be able to use one of the better equipped labs around at the University of South Florida. We mail a calibrated unit to a port destination where the crew can pick it up and mail back used sensors. After post-cruise calibrations and intense cleaning, these sensors are redeployed to the next vessel. That is the beauty of our interchangeable sensor design. Each sensor within the sensor suite has its own lifecycle and the more often the unit is calibrated, the better the data. With mathematical interpolations using post-cruise coefficients, scientists are able to determine how far the sensor's integrity has shifted from its original calibrated state and therefore determine how to best utilize the data.

ARGOS GULFSTREAM 92



* Actual photo.
Argos cruising at 23-knots in 8-foot seas.









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So how accurate are these measurements in your opinion?
How accurate measurements need to be depends on whether you are sampling near the surface or in deep water. In deep ocean (about six kilometers down), it is much easier to predict salinity and temperature because the environment does not change very much; a higher degree of accuracy is essential – to the third decimal. Variability is much greater when sampling near the surface or in coastal waters. While the SeaKeepers units are taking near-surface measurements and thus subject to less stringent requirements, they have been designed to meet or exceed scientific requirements for accuracy. Current climate change studies require both metereological and near-surface measurements; the higher level of accuracy of SeaKeepers' water sampling data makes it ideal for long-term studies requiring temperature accuracy to 100th of a degree. Our most precise sensor, which measures sea-surface salinity and sea-surface temperature, is accurate to several 1000ths of a degree.

Has the recent recession affected the International SeaKeepers Society?
We have suffered. One common misconception is that our very affluent membership has not been affected, but this is not the case. Affluent people have obligations like everyone. The low point for the stock market was only about a year ago, but there were a couple of meltdowns that preceded that in 2008. SeaKeepers had never, in its 12-year history, suffered the kind of downturn it experienced in that period. Our donations "tanked" and we're still rebuilding. The first thing you have to do is stop the bleeding. In the business context, it meant that we had to cut back everywhere we could and do so rapidly. Now that we are lean and mean on the outgo side, we have to rebuild the income side. But in the end, the downturn may turn out to be a blessing as we were forced to improve our business model. We now have new potential members in the pipeline; we are getting a good response to our SeaKeepers credit cards (which allow us to receive a donation, each time a card member makes a purchase) and we've had a wonderful response to the second edition of our *Critical Ocean Issues* publication. We have new membership levels, and donations at the $100, $500 and $1,000 levels are adding up and are most appreciated. We want to give value to all of our members and donors by delivering quality benefits and publications. We have over 7,500 people today who receive our publications and notices. We hope to grow that number. But we don't want just any names. We want people who love the sea and who are passionate about the health of the world's oceans.



TOMMY BURR, HELIOS

Changes such ocean acidification can have dire consequences for all creatures, large or small.





The Simon-SeaKeeper monitors allow displaying readings on the yacht's console for all to see.

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What are some of the steps people can take to support ocean conservation?

There are many ways. In our publication, *Critical Ocean Issues*, we present *A Framework for Action*. This publication was produced in collaboration with the Nicholas Institute at Duke University and we are very grateful to Peter Nicholas, one of our founding members, for his generous contribution. Of course, you can join SeaKeepers, apply for a SeaKeepers Visa Card and we can always use more volunteers. There are so many things to be done. If you want to get into the front lines of the global environmental movement and if you are into yachting and love the sea, you should be a SeaKeeper. SeaKeepers wants to be the yacht world's 501(c)(3). I would encourage anyone in the yachting world to pick up the phone or visit our website (**SeaKeepers.org**) and ask how they can help.

With what other organization is SeaKeepers most closely associated?

SeaKeepers works closely with NOAA and its National Data Buoy Center, its National Marine Sanctuaries and its National Marine Fisheries. We also work with the University of South Florida, Nova Southeastern University, the Scripps Institution of Oceanography and the United Nations, to name a few. Most organizations are environmental advocacy groups that address a specific wrong, for example, declining fisheries or whale hunting or the melting polar ice caps. We are close to the advocacy groups in spirit but our closest association is with the global scientific community.

What do you consider the International SeaKeepers Society's biggest achievement to date?

I think the Society's real accomplishment has been to create a platform for any oceangoing vessel to contribute in a very meaningful way to the global environmental conversation. Through these data collecting units, your vessel becomes a research vessel. Therefore, SeaKeepers is a society of people who support a science-based approach to answering the questions about global climate change and are concerned about quality of life. SeaKeepers is about the air we breathe and the oceans (which cover more than 70 percent of the planet). In short, it's about the systems that sustain all of us. ■

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The Hatteras 60 | *Motor Yacht*

COLLECTIVE THINKING

In the midst of the worst recession in decades, North Carolina-based Hatteras has found a way to come up with something new. The package is familiar – the 60 Motor Yacht – but inside, the look is quite different. The main deck interior is virtually a single unobstructed space from the aft bulkhead all the way forward to the distant windows at the front of the house. The impression is that of an interior of a much larger yacht, and it's startling to know this boat is only 60' long.

STORY AND PHOTOS Shaw McCutcheon

To come up with this renewed 60 Motor Yacht, Hatteras consulted with dealers and owners, asking them what more they wanted out of their motoryachts, and even looked at some of its competitors.

One common theme, according to Eric Cashion, Hatteras' marketing director, was that people were interested in smaller, simpler vessels, even as the company was building larger and larger boats (the Hatteras Motor Yacht range now includes a 100-footer). Longtime Hatteras owners fondly recalled a 53' motoryacht that the company long since had discontinued, and so it came up with a 56-footer as an answer. Hatteras also was looking at ways to lure owners who wanted the space of a vessel in the mid-60-foot range, but without such an intimidating overall length.

But how do you come up with a 60' motoryacht with the space of a 65-footer? The first iteration of the 60 had "visual blocks" inside, such as standing refrigerators, bulkheads separating parts of the room, and interior stairwells to the flybridge. Seeking to infuse the family yacht with a sense of open space. Hatteras designers gutted the existing interior design and went back to the drawing board.

BELOW: Low-profile furniture, an extra 18 inches in length and a contemporary twist on the decor gave the Hatteras 60's new main deck salon, galley and dining area a whole new look.







They moved the aft bulkhead almost 18 inches further astern, allowing a longer salon area. By pushing the interior walls outboard as far as possible, they added more space athwartships. Just to make sure this new approach would work with owners, Hatteras built a full-scale mockup of the interior and invited customers to walk through and make suggestions.

Some of the changes are readily apparent. Walk into the salon from the aft deck and there's nothing to obstruct the view all the way to the forward windows. There's no stairwell leading to the open flybridge topside, for example. Access to the flybridge is via molded stairs on the aft deck (the company checked with customers, who were perfectly fine with that). A lower helm station, which could squeeze the galley/dinette space forward, was eliminated (although it remains an option with a low-profile dual seat helm), as was any hint of a partition between the salon and galley.

And in the galley itself, two double-drawer undercounter refrigerators replaced the full-sized standing fridge found in the previous model. There's a slight sacrifice of refrigerator space here, but the larger lazarette now can hold another freezer for long-term storage.

The redesign addressed another customer request: to make the interior feel closer to the exterior environment. To this end, Hatteras reduced the size of the mullions between the windows, which resulted in better views all around. The change meant moving the air conditioning system so the ducts wouldn't pass through the mullions, which were now too small. The company also managed to increase headroom forward, despite a step up to the galley/dinette area, by also stepping up the mahogany-accented headliner twice going forward. A television occupies the starboard aft part of the salon; the galley is forward to starboard, and the dinette can seat six comfortably. Three foldout chairs for the dinette have their own stowage space at the top of the stairs leading to the staterooms. There's even an 18-bottle wine cooler located next to the dinette.

Design details, done in-house, are also different. The yacht's mahogany cabinetry, for example, features horizontal grains that optically suggest greater width and give the interior a bit more contemporary look. African wenge wood details accent the paneling

BELOW: The full-beam stateroom, right, is exceptionally spacious for a motoryacht of this size; a forward VIP and cabin with twin beds complete the accommodations.







The Hatteras 60
Motor Yacht

LOA: 60'11" (18.57M)
LWL: 53'1" (16.18M)
BEAM: 18'2" (5.53M)
DRAFT: 4'6" (1.37M)
DISPLACEMENT: 94,000 LBS. (42,638 KG)
CONSTRUCTION: FIBERGLASS
FRESHWATER CAPACITY: 250 GAL. (946L)
FUEL CAPACITY: 1,175 GAL. (4,448L)
HOLDING CAPACITY: 100 GAL. (378L)
ENGINES: 2 x CAT C18 DIESEL @ 1,000 BHP
OPTION: 2 x CAT C18 DIESEL @ 1,135 BHP
HEADROOM (MOST AREAS): 6'8" (2.03M)
TOP OF ARCH: 19'9" (6.02M)







BELOW: Access to the flybridge is via molded stairs rising from the aft deck.

throughout for a trendy but timeless look. Two-tone Whisper Wall paneling is used to facilitate easy access to systems hidden behind it while shielding the interior from noise.

Below decks, there are three staterooms, including an impressive full-beam master aft, a VIP forward and a guest stateroom containing two single berths in an "L" configuration. All three have their own heads.

The yacht performs easily for the owner-operator that it's meant for. The standard engine package now is twin 1,000-hp Caterpillar C18 diesels that drive the boat up to 26 knots at full load (previously the yacht came standard with twin 705-bhp engines). Customers also can choose to upgrade the power plants to twin 1,150-hp Caterpillar engines. The cruising range for the boat pictured here (with the standard engine package) is about 336 nautical miles at a 22-knot cruising speed. Base price is $2.33 million. ■

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Predator 60

OPEN FOR ENTERTAINMENT

The new Sunseeker Predator 60 is an airy party platform with surprisingly spacious accommodations below.

STORY Louisa Beckett | **PHOTOS** Sunseeker

When open yachts first made their appearance in the Med, they were just that – open to the elements. Their designers' emphasis was on speed, style and sun pads. But over the years, these sleek speedsters have grown hard tops, enclosed deckhouses and even compact flybridges.

By contrast, the new Sunseeker Predator 60, is a return to the open yacht in its purest form. Its bridge and cockpit are sheltered by a hard top, true, but there is no bulkhead or glass doorway aft to break the main deck's flow. Furthermore, this yacht features one of the largest, sexiest automatic sunroofs on the water today. Carbon fiber beams support its massive glass panels, which slide open at the touch of a button to open the cockpit up to the sun or stars overhead.

"It's a weekend boat. It's easy for two people to handle. There's a great entertainment space – you can have 15 people in the cockpit – and at the same time you can sleep up to eight

CLOCKWISE FROM RIGHT: A convertible table makes the salon equally suitable for cocktails or dining; it adjoins an elegant modern galley. The open bridge deck easily can hold a crowd.













CLOCKWISE FROM TOP: The twin cabin has opening portlights; the full-beam master stateroom is a private hideaway with settee; the VIP conceals stowage overhead and beneath the berth.

people," said Paul Burgess, Group Sales Manager for Nautikos, Florida. Burgess and Leonardo Carbajales, the Nautikos Group's owner, were driving the Predator 60 from the Miami Yacht & Brokerage Show in February, where the recent Sunseeker made its U.S. debut, to their Coconut Grove dealership.

The relationship between Nautikos, exclusive dealer for Sunseeker in the Carolinas, Florida, The Bahamas and Mexico, and Sunseeker International dates back to 2000. "They are great people," said Carbajales of the British builders. "It's not just the product; it's the people who run the business. They have great response to the needs of the clients, great support, after sales and service."

The new Predator 60 also reflects a talent for space planning on the part of Sunseeker's design team. A great many amenities are seamlessly packaged into this yacht's relatively small footprint, making it an all-inclusive entertainment zone.

The teak-laid swim step is extended to create an optimum water-sports platform. Our test boat was equipped with a hydraulic version, which facilitates launching a dinghy or PWC. The Predator 60 also has a tender garage, equipped with an electric winch. (For those who prefer to leave the driving to a captain, Sunseeker offers a small optional crew quarters in place of the garage.)

The Predator 60's cockpit is one of the best in its size range for hosting a party. Two L-shaped settees, sheltered by the hard top, provide an exceptional amount of seating without making the deck feel crowded. To starboard, a cocktail table flips open to form a dining table. A wet bar with a cold box makes it easy for guests to grab a beer. Our boat's owner had opted for a fridge instead, along with a barbecue grill and a 42-inch pop-up television, concealed in the back of the forward passenger seat.

"It can be customized. You can have whatever equipment you want," said Carbajales.

There is a more intimate salon below-decks for "after parties" or inclement weather. Tucked into one corner is a galley that, while compact, is fully equipped with three-burner stove, fridge/freezer, microwave and large sink. On our 60, the salon/galley décor was elegant and understated, with walnut paneling and cabinetry lightened by off-white upholstery

panels. The entertainment system included a robust Bose surround-sound system, a Sunseeker hallmark. Headroom in the salon is a respectable 6' 6".

As Burgess mentioned, eight people can sleep aboard the Predator 60, if the owner opts for a convertible sofa in the lower salon. There are private staterooms for six people, including a forward VIP with double berth, a twin cabin to starboard and a full-beam master stateroom aft. The two guest staterooms share a head, although the VIP has its own access door. This bathroom also doubles as the day head, which might create a traffic problem when the yacht is full.

The master stateroom is a luxurious hideaway. In addition to a double berth on centerline, it has a settee and vanity, a full-length wardrobe and ample drawer storage. Headroom here is 6' 4". Three hull windows on either side provide light; one of the panes opens to create a cross-breeze. The ensuite bath has a separate shower stall and a chic, egg-shaped Decca sink.

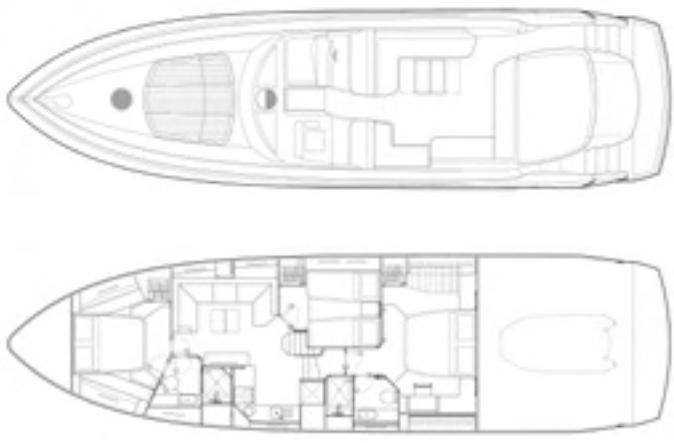
All the hardware on the Predator 60 is substantial, imparting a feeling of security. Safety is more than subtext with Sunseeker. On deck, the side walkarounds are deep with high stainless rails running forward to the bow. Both the forward and aft sun pads also have safety rails. There is a chart flat at the helm in addition to the large array of electronic navigation instruments mounted in the striking carbon fiber dash.

The double helm seat commands a nearly 360-degree view through the raked windshield, sweeping side windows and, of course, the hard top's open back. With the sunroof open, the Predator 60 offers a wind-in-your-hair driving experience, although the windshield does minimize the breeze. An adjustable footrest and flip-up bolster seat let the driver sit or stand and look over the windshield's top frame as preference dictates.

Sunseeker offers the Predator 60 with a variety of propulsion packages, including Arneson drives that the shipyard says boost top-end performance to more than 40 knots. Our boat was equipped with twin Cat C-18 Acert 1150s, which still packed plenty of punch, providing a top speed of 35 knots @ 2,350 rpm. With a nearly full fuel tank, we maintained a smooth and comfortable cruising speed of about 28 knots at 1,900 rpm. Any questions about the Predator 60's offshore performance were answered by the news that this particular boat would be delivered from Miami to her new owner in Cancun on its own bottom. "I love this boat. It's so beautifully balanced," said Burgess. "This is why you buy a Sunseeker!" ■

BELOW: The huge automatic sunroof is designed to blend into the boat's sleek exterior styling.

CONTACT:
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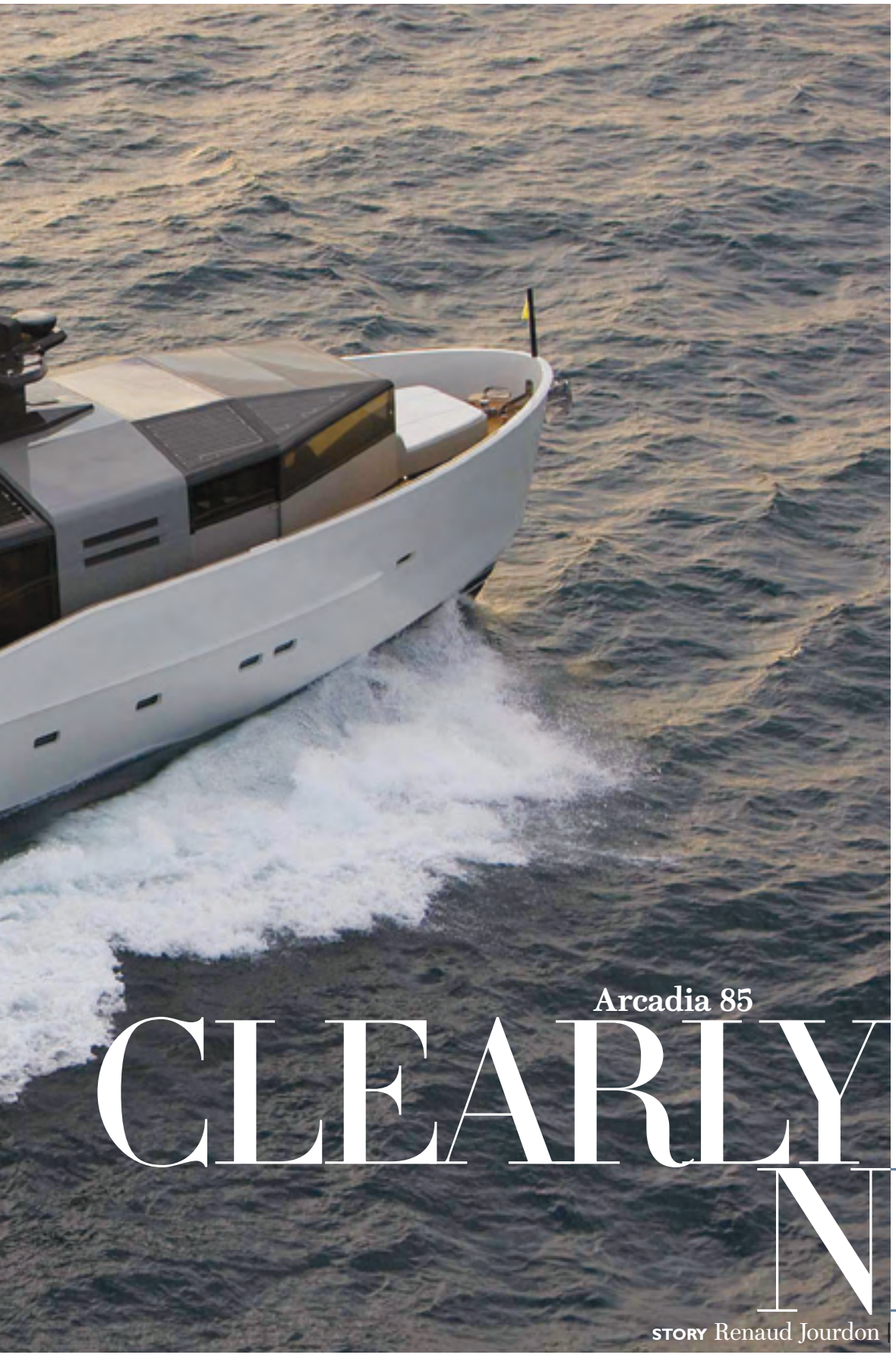




Sunseeker Predator 60

LOA: 63' 7" (19.37M)
LOA (W/LIFTING PLATFORM): 65' 4" (19.92M)
BEAM: 16' 3" (4.95M)
DRAFT (FULL LOAD): 4' 11" (1.49M)
DISPLACEMENT (FULL LOAD): 75,854 LB. (33,500 KG)
FUEL CAPACITY: 793 U.S. GAL. (3,000L)
FRESH WATER CAPACITY: 185 U.S. GAL. (700L)
ENGINES: 2 X CATERPILLAR C-18 ACERT @ 1,150HP
MAX SPEED: UP TO 35 KNOTS
CRUISING SPEED: 28 KNOTS
RANGE: 280 NM
GENERATOR (U.S.): 13KW @ 110V 60HZ
CONSTRUCTION MATERIAL: GRP
BUILDER/DESIGNER: SUNSEEKER INTERNATIONAL





Arcadia 85

CLEARLY NEW

It is not just about looks; the Arcadia 85 breaks new ground in terms of interior and exterior architecture and environmental sensitivity, as well as life onboard. Designer and engineer Francesco Guida, who came to Arcadia Yachts from Sanlorenzo, is the creative force behind this new concept. To be a trendsetter is one thing, but ultimately this new yacht must appeal to yachtsmen. We take a closer look.

STORY Renaud Jourdon | **PHOTOS** Arcadia Yachts



The new shipyard Arcadia Yachts sprang up in a suburb of Naples, Italy, thanks to seed money from an initial investment from the TRE-TI group of about $40 million. Arcadia's production facilities, spread over 388,000 square feet, are capable of building a range of yachts from 75 feet to 175 feet, with a 115-footer planned for delivery around mid-2011.

The shipyard's first hull, the 85-footer featured here, made a highly anticipated debut at the Düsseldorf boat show in January. Until then, only a few models and 3D images had been available to wet the appetite of an expectant fan club, eager to find out more about the Arcadia's novel hull design, technology, hybrid propulsion and, naturally, its conspicuous glass superstructure.

The entire concept of the Arcadia rests on its hull, which allowed all the other innovations to follow. The naval architects had to come up with a hull form able to support a glass superstructure offering ample interior volume and capable of navigating efficiently with a relatively modest power plant and optional use of electric engines. To meet these goals, naval architect Francesco Guida chose a semi-displacement hull shape with good lift, great sea-keeping abilities and a low-

resistance water entry in order to obtain a good power-to-speed ratio with smaller engines. These components also have implications in terms of lower noise level, reduced vibrations and lighter fuel consumption. All of these factors contribute to the Arcadia's credentials as an environmentally conscious yacht, an increasingly important consideration in yachting these days.

The Arcadia 85 boasts a very fine entry and a pronounced curve aft designed to allow the yacht to surf on the surface of its own wake. With a V-shape most pronounced at the keel and hard chines that help to deflect the bow wave and sea spray, the yacht not only keeps a steady course, it also shows great stability in sharp turns.

For power, the shipyard selected two MAN R6 diesel engines of 730 hp each, coupled to ZF drives, and mounted in V-drive in order to create enough space in the garage for a 13' 8" jet tender and an array of toys, accessible via a door opening from a huge swim platform. Buyers can choose to have three optional electric motors of 90 hp each installed, providing a cruising speed of eight knots for up to three hours, depending on the number of batteries installed. Banks of dedicated batteries, recharged through the main diesel engines or by two Kohler generators of 20 kW each, provide the energy for the three electric motors. These silent engines allow the captain to leave early in the morning without waking the passengers, although the yacht's well-insulated engine room absorbs much of the diesel engines' noise. In addition, negligible vibrations allow for a comfortable ride using conventional power. For comfort's sake, the yacht also features zero-speed stabilizers for static and low-speed stability, resulting in additional energy savings.

The yacht's photovoltaic panels provide energy mostly to satisfy the demands of onboard systems and appliances. The glass superstructure is one of the most noticeable features. The development of the stainless-steel frame to support individual glass panels required hours of engineering. German company Schüco, one of the world's leaders in glass manufacturing and solar and photovoltaic technologies, supplied the panels, comprised of several layers engineered to avoid a greenhouse effect. The inner layer, about 1/3 of an inch thick (8 mm), is clear glass resting atop an anti-UV-film. A 10mm thick

OPOSITE: The photovoltaic panels are an attractive decorative element in the salon. **BELOW:** The dining room for eight shares space with the pilothouse.



A STUDY IN ESCAPISM

247' Lürssen | *Northern Star*

The North Star, Polaris, is only visible in the northern hemisphere, but the 75-meter ice class Lürssen *Northern Star* is headed for faraway places beyond. Designer Espen Øino gave the yacht a rugged look to match extended cruising plans and Pauline Nunns created a comfortable nest for long periods at sea.

STORY Jill Bobrow | **PHOTOS** Klaus Jordan



vacuum layer holds krypton gas, used as insulation. The panel's outermost layer comprises a gray tinted window (to reduce light and heat), a second anti-UV film, a network of photovoltaic cells and finally a protective glass. In all, each tile is more than one inch thick (30mm) and perfectly encased in a supportive stainless-steel frame with glue chosen for its waterproof qualities and ability to resist vibrations. The complete array of photovoltaic cells produces 4 kW per hour or enough to satisfy 20 to 25 percent of the electrical demands of the electronic equipment and appliances when the yacht is at anchor. Finally, this entire glass superstructure weighs just about the same as a similarly sized superstructure built in composite with an integrated sliding roof.

Aside from giving the yacht a unique modern look, this glass superstructure also confers on the Arcadia an original layout and above all offers guests the ability to be in direct contact with the surrounding sea. Large main-deck windows come with optional opening panels allowing guests to have an even more immediate experience with the outdoors. Yet, at the touch of a button, blinds from Oceanair shade the entire salon.

The 1,292-sq.-foot main deck has a single-level open plan with a partially covered terrace occupying nearly half of that surface. The high-tech helm station is located so close to the bow that there is room forward only for sunpads and space to deploy the windlass. At first, the single-pane vertical windshield is a bit of a surprise, but large lateral windows offering 220-degree views make up for this novelty rather quickly. While under way, the captain is truly face-to-face with the elements and it's easy to forget that there are more than 65 feet of hull behind. During docking maneuvers, the captain will likely opt to operate from the aft controls or communicate with a mate via radio.

Sharing space with the pilothouse and its ultra-modern console equipped with an array of touch screens is a dining area seating eight guests in complete comfort. A bulkhead with storage for the yacht's place settings and cutlery separates the dining room from the galley, accessible from both the port and starboard side. Italian kitchen specialist Schiffini installed the galley, which doubles as a

BELOW: The 323-sq. foot master suite, including the bathroom and foyer (next pages) stretches across the yacht's full beam.





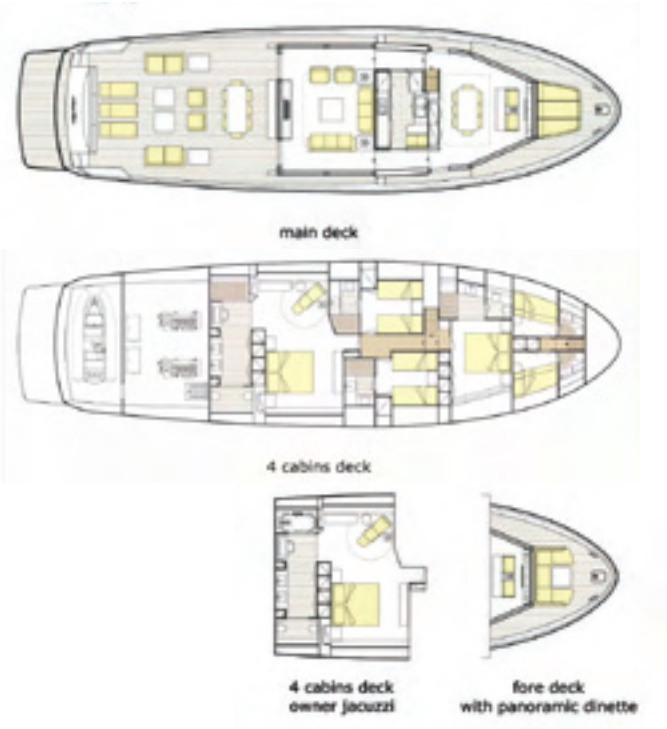
ABOVE: The main-deck salon with its limed-oak paneling, red upholstery and fireplace is a stately room.

If you say British Racing Green, every Jaguar buff knows what you mean, and if you say Endeavour blue, every J Class aficionado understands. According to Captain Craig Franks, the hull color of the new 247' *Northern Star* is most decidedly Endeavour blue. This is a motor yacht built by owners with the souls of sailors. *Northern Star*'s owners swing both ways when it comes to being on the sea; that is, they enjoy sailing as well as motoring. In addition to their new Lürssen, they also own the exquisite 170' gaff-rigged schooner *Meteor*, built at the Royal Huisman shipyard in 2007.

Captain Franks met these owners when he was working as an engineer in the British Virgin Islands. Admiring a 64' Baltic sailing yacht at anchor, he swam out to take a closer look and struck up a conversation with the owners. That was 23 years ago and he has been involved with them and in the evolution of their yachts ever since.

Northern Star's owners hail from Canada and run North America's largest commercial fishing fleet. Naturally, the ocean is a part of their everyday life. They







TOP: The VIP suite located forward on the main deck features a pleasant ensuite and abundant storage.
ABOVE: The master bath offers two sinks and separate shower and tub.

Arcadia 85

LOA: 85' (25.9M)
LWL: 78'7" (23.97M)
BEAM: 23'5" (7.15M)
WEIGHT: 55 TONS
CONSTRUCTION: COMPOSITE
FUEL CAPACITY: 1,849 GAL. (7,000L)
FRESHWATER CAPACITY: 423 GAL. (1,600L)
GREY WATER: 211 GAL. (800L)
BLACK WATER: 106 GAL. (400L)
MAXIMUM SPEED: 18.5 KNOTS
CRUISING SPEED: 16.5 KNOTS
RANGE: 600 NM
ENGINES: 2 X 730 HP MAN R6 DIESELS
CYLINDERS: SIX – STRAIGHT SHAFT
NAVAL ARCHITECT AND DESIGNER: FRANCESCO GUIDA
BUILDER: ARCADIA YACHTS, TORRE ANNUNZIATA, ITALY







ABOVE: Innovative features include the state-of-the-art helm station, aft-deck "porch" and of course, novel superstructure

crew mess for crewmembers who access their cabins through a door concealed by a cushion on the foredeck.

Two lateral passageways lead to the main salon. Italian furniture and design company Poltrona Frau created an L-shaped sofa and two armchairs framing a cocktail table. Here as elsewhere in the yacht, including in the owner's and VIP suites, the company juxtaposed interesting and new textures. Part of the novel look can be attributed to the fully visible photovoltaic panels overhead, which provide the illusion of a glass mosaic in a modern interior lending itself well to customization. The entire aft section of the main deck is dedicated to a second dining area and salon, spreading across the full beam. It feels like a porch where everyone can settle comfortably.

The lower deck accommodates four or five staterooms, each with private bathroom. Here again the ambiance is laid-back and welcoming with a décor that easily can be customized. A great part of the comfort in the cabins has to do with how silent the yacht is, even while under way. Human beings can perceive noise in different ways, so it is best to rely on a decibel reader. The maximum level registered is 70 dB in the suites with the engines at full rpm; the noise level drops to 50 dB with the engine at a lower rpm, nearly the same reading as with the electric motors on. In a quiet room, a ticking clock can produce 50 dB.

The Arcadia 85 has a range of about 600 nm at 15 to 16 knots. Its maximum speed does not exceed 20 knots at 2,300 rpm, but this yacht does not set out to break any records. Its primary design goals were to provide abundant living space in a comfortable hull of only 85 feet, all for a price of €3.8 million (before taxes) or about $5 million without the optional electric motors and zero-speed stabilizers.

With its environmentally conscious "house-on-water" concept, the Arcadia 85 has brought yacht design to a whole new level and we cannot wait to see the 115-footer now under development. ■

FOR MORE INFORMATION, VISIT
ARCADIAYACHTS.COM,
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Photos by Glenn Gardner, Bugsy Gedlek and Lazzara Yachts



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A STUDY IN ESCAPISM

246' Lürssen | *Northstar*

The North Star, Polaris, is only visible in the northern hemisphere, but the 75-meter ice class Lürssen *Northern Star* is headed for faraway places beyond. Designer Espen Øino gave the yacht a rugged look to match extended cruising plans and Pauline Nunns created a comfortable nest for long periods at sea.

STORY Jill Bobrow | **PHOTOS** Klaus Jordan

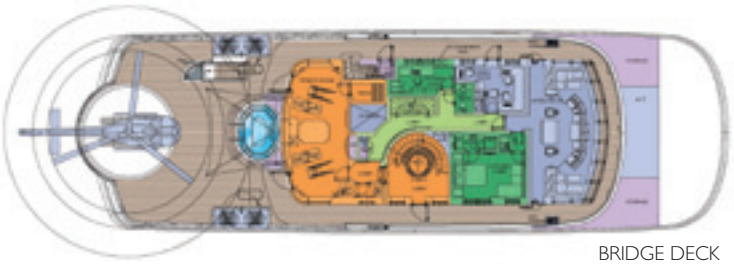


247' Lürssen
Northern Star

LOA: 247' 4"(75.4M)
BEAM: 44'3" (13.5M)
DRAFT: 12'6" (3.8M)
HULL CONSTRUCTION: STEEL
SUPERSTRUCTURE: ALLOY
ENGINES: 2X 2,682HP CATERPILLAR 3516B
GENERATORS: 3 X CAT C-18; 1 CAT C-9

MAX SPEED: 18 KNOTS
CRUISING SPEED: 12 KNOTS
RANGE: 9,000 NM @ 12 KNOTS
FUEL CAPACITY: 63,420 GAL. (240,000L)
FRESH WATER CAPACITY: 10,094 GAL. (4000L)
STABILIZERS: 2X QUANTUM ZERO SPEED QC-1500E/QC-2200

DESIGN AND EXTERIOR STYLING: ESPEN ØINO INTERNATIONAL
INTERIOR DESIGN: PAULINE NUNNS
NAVAL ARCHITECTURE: ESPEN ØINO/LÜRSSEN
BUILDER: LÜRSSEN/2009
CHARTER MANAGEMENT: MORAN YACHT & SHIP



BRIDGE DECK



SUN DECK



OWNER'S DECK



MAIN DECK



LEFT: The bridge with its state-of-the-art navigation equipment has inward sloping windows commonly found on true exploration vessels.





ABOVE: The main-deck salon with its limed-oak paneling, red upholstery and fireplace is a stately room.

If you say British Racing Green, every Jaguar buff knows what you mean, and if you say Endeavour blue, every J Class aficionado understands. According to Captain Craig Franks, the hull color of the new 246' *Northern Star* is most decidedly Endeavour blue. This is a motor yacht built by owners with the souls of sailors. *Northern Star*'s owners swing both ways when it comes to being on the sea; that is, they enjoy sailing as well as motoring. In addition to their new Lürssen, they also own the exquisite 170' gaff-rigged schooner *Meteor*, built at the Royal Huisman shipyard in 2007.

Captain Franks met these owners when he was working as an engineer in the British Virgin Islands. Admiring a 64' Baltic sailing yacht at anchor, he swam out to take a closer look and struck up a conversation with the owners. That was 23 years ago and he has been involved with them and in the evolution of their yachts ever since.

Northern Star's owners hail from Canada and run North America's largest commercial fishing fleet. Naturally, the ocean is a part of their everyday life. They

are knowledgeable yachtsmen who know what works for them and what doesn't. With their latest *Northern Star*, they have achieved exactly what they envisioned. This is their second build at Lürssen's Rendsburg yard in Germany. Their previous 208' yacht, now sold and called *Polar Star*, was similar but their newer yacht has 30 percent more volume and more advanced systems. The team that put the first *Northern Star* together also worked on this new build: yacht broker/contract manager, Rob Moran of Moran Yacht & Ship; naval architect, Espen Øino International, and interior architect Pauline Nunns.

"This owner is not a South of France kind of guy. He likes to go to far-away places such as Labrador, Greenland and New Zealand. He wanted a vessel capable of a 9,000-mile range [at 12 knots] without worrying about refueling and or re-supplying the boat," Moran said. "The boat burns 120 gallons an hour at cruising speed. I have a sportfishing boat that burns more than that!" The broker went on to enthuse about *Northern Star*'s hull shape and fuel efficiency. He credits Espen Øino and Lürssen for marrying the right propulsion with the right hull shape.

Øino today is one of the world's most acclaimed and accomplished superyacht naval architects. His yachts are both innovative and efficient. In designing *Northern Star*, Øino and the engineering team at Lürssen took their cue from naval ships and destroyers that sport bows with a fine point of entry and can slice easily through water. The ice-class *Northern Star* has a massive bulbous bow, enormous bow and stern thrusters and an electronic anchoring system

BELOW: The main aft deck leading to the salon sports two magnificent glass Google-earth maps above the service areas. The dining room converts into a dance hall. With the Steinway player piano, let the party begin!







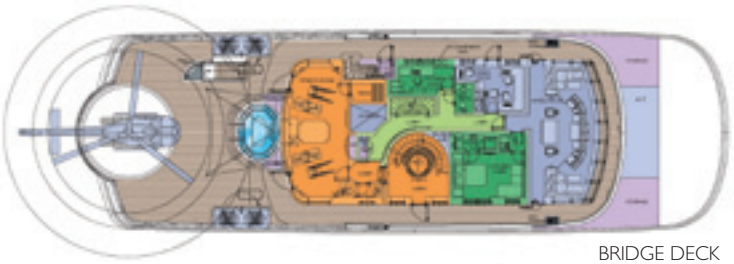
This is a motor yacht built by owners with the souls of sailors.

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Northstar

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BRIDGE DECK



SUN DECK



OWNER'S DECK



MAIN DECK



LEFT: The bridge with its state-of-the-art navigation equipment has inward sloping windows commonly found on true exploration vessels.

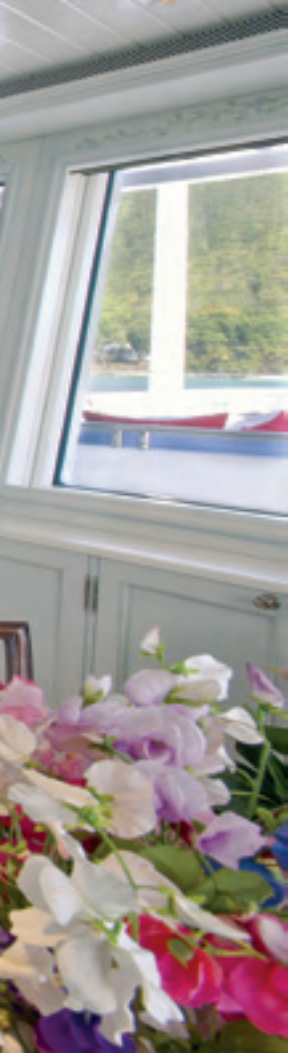


ABOVE: The master bedroom has a panoramic view forward with side doors leading to a sitting area on the foredeck.

that keeps the yacht steady without dropping its anchor—a perfect solution for environmentally sensitive areas such as the Galapagos. It also comes in handy when the water is simply too deep to anchor.

After a year in the Caribbean and the Med, the plan is to take the yacht to Greenland. In order to enable it to travel off the beaten track and sustain many days at sea, the shipyard implemented a number of accommodations. For instance, the yacht's refrigerators and freezers are twice the size and capacity of the ones generally found on yachts. And while Lürssen is known to build everything big, these even exceed the shipyard's norm. The cold garbage storage unit is also double-sized. Systems with a nod toward green technology also were incorporated. For instance, the yacht has special trash compactors and a glass crusher that pulverizes glass into the finest sand, which can be poured into the ocean in all impunity (It is nice to know that copious bottles of wine can be consumed with no repercussions.) This yacht also is the first to incorporate a Hug exhaust system invented for Swiss locomotives, which burns exhaust particles so hot that by the time they exit the stack, there is no black smoke or soot.

While touring the yacht's underbelly, the captain was proud to point out the easy access to all the machinery, the redundancy of all major equipment, and the size of the generators. While there are four generators, *Northern Star* can run most of the time on the main one. This saves significant energy, plus makes the yacht quieter. The profound thought that went into creating the hull design and mechanical plant of an efficient, long-distance cruiser was expended equally on the deck and interior design layout. Captain Franks was quick to point out the extra-wide walkways. The owner did not want to play follow-the-leader around the side deck. He wanted to be able to take a promenade around the decks arm in arm just as you might do on a cruise ship. Another novelty for this boat is the amazingly tall headroom in the living areas. As part of the design brief, the shipyard installed all the wiring and ducting parallel







ABOVE: A club-style library and bar with leather furniture is adjacent to the owner's master bedroom.

LEFT: The sky lounge with its Delft-tiled fireplace and recessed overhead painting of clouds and cherubs is a heavenly space.





ABOVE: The dark and cozy cinema resides in the tank deck.

ABOVE RIGHT: The cylindrical glass elevator services all the guest decks.

in the overhead, rather than stacking it up, saving precious room.

There are six decks: tank deck, crew deck, main deck (guest accommodations), owner's deck/sky-lounge, bridge deck, and sundeck. Each of the decks has been well space-planned to achieve the most room and comfort for 12 guests and 22 crewmembers. Unlike the first *Northern Star*, there is a garage with side doors that swing open to allow the guest tenders to be craned easily into the water. Aboard are a Hinckley T29R, a Zodiac, dive equipment, Jet Skis, a Laser, sea kayaks and mountain bikes. The crew's tender lives on the foredeck. The crew area is spacious and features a large commercial galley facing a crew mess, an Internet café and a gym.

During the two-year construction phase, Capt. Frank and his engineering and systems team (Simon England, Tom Corness and Donnie Hefferman) were on hand at the yard to ensure particular design plans and details were executed. They worked closely with Lürssen's ace build manager, Thomas Winterboer, and Project Manager Dietrich Kirchner. Jodie Mori was the yacht's overall interior coordinator. Mori, who previously worked on Paul Allen's *Octopus*, managed all levels of the interior design, created by Pauline Nunns.

Nunns, who resides in Wales, first came to the owners' attention 20 years ago, when they fell in love with her work aboard the yacht *Leander*. They hired her to do their home in Canada as well as their previous *Northern Star*. Nunns says she worked closely with the owners, "to achieve a true home away from home." She describes the overall feel as English Country, perhaps from the Georgian period of grand manor houses replete with Hepplewhite and Chippendale furniture and painted tables. The common areas are filled with puffy duck-down sofas. This is not a boat with hard edges or any sort of minimal approach. Stainless steel is relegated to the galley. The floors are a reclaimed old oak wood

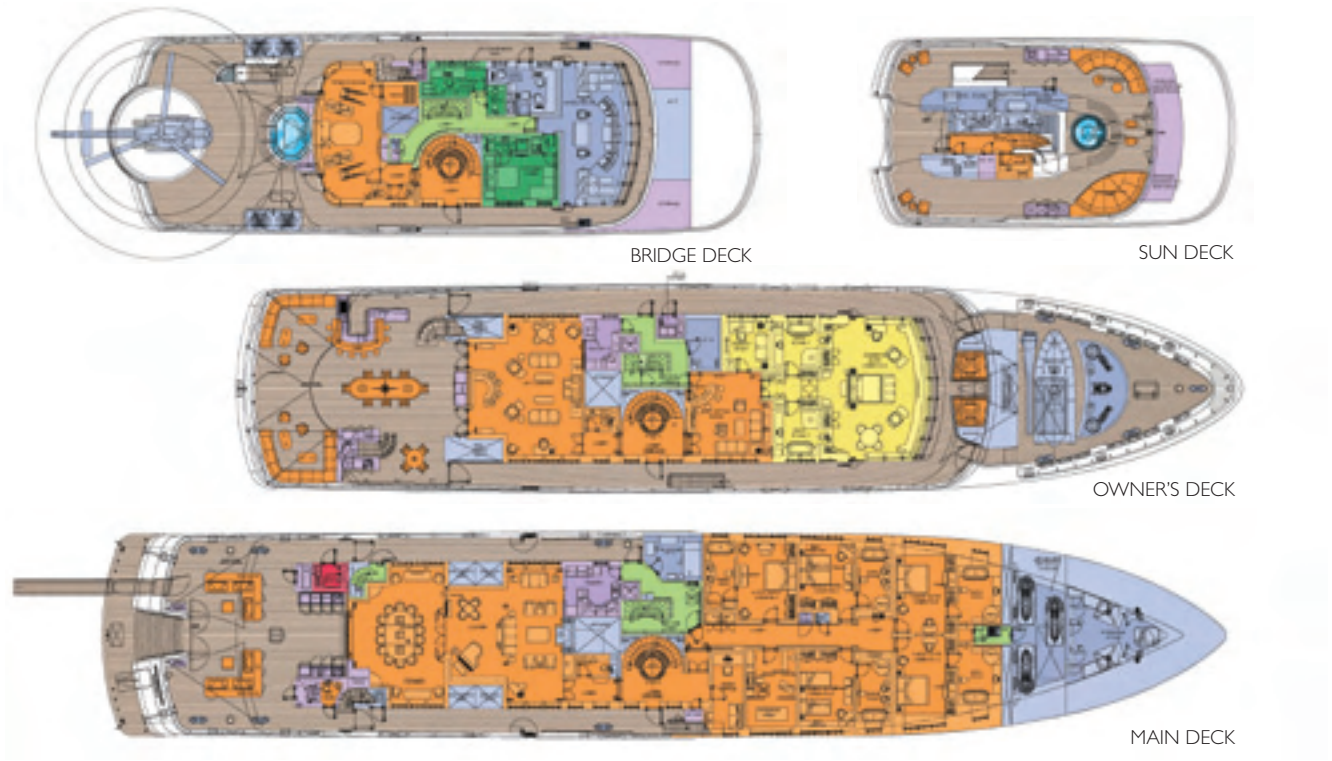
Nunns refers to the ambiance as "shabby chic", but there is nothing shabby about the bright and fresh *Northern Star*. In fact, after only a few days aboard, some recent charter guests were so in love with

246' Lürssen
Northstar

LOA: 247' 4"(75.4M)
BEAM: 44'3" (13.5M)
DRAFT: 12'6" (3.8M)
HULL CONSTRUCTION: STEEL
SUPERSTRUCTURE: ALLOY
ENGINES: 2X 2,682HP CATERPILLAR 3516B
GENERATORS: 3 X CAT C-5KW; 1 X CAT C-9

MAX SPEED: 18 KNOTS
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CHARTER MANAGEMENT: MORAN YACHT & SHIP





LEFT: The bridge with its state-of-the-art navigation equipment has inward sloping windows commonly found on true exploration vessels.

the yacht that they called the owners and begged to have eight more weeks this year and four weeks next year.

There is much to love. All five of the guest staterooms are in a prime location on the main deck forward of the main salon. A cylindrical glass elevator accesses all the decks and adds to the bright feeling of the interior. The elevator is located in a central atrium separating the guests' and owners' accommodations from the communal living areas. "The owners wanted natural light everywhere," Nunns says. The windows are very large and a skylight in the stairwell adds more light. The corridor leading to the guest cabins is extra wide and provides a gallery space for the owners' copious paintings and works of art. The owners are big collectors of Inuit art and photographs. But they also have primitive works by Canadian artist Maud Lewis melding with maritime oils, Asian blue-and-white ceramics and quirky mirrors and lamps crafted with seashells. Of the five guest cabins, there are two VIPs that can be merged into a family suite, and two of the twins can be converted to queen-size.

Nearly all the paneling is raised-and-fielded limed oak or is hand painted to match the décor. The stately main salon has Bordeaux-colored couches and armchairs grouped around a working fireplace. Recessed in the white tongue-and-groove ceiling is a hand-painted panel of cherubic angels. The British artist painted it *in situ*, lying on her back atop the scaffolding, à la Sistine Chapel. A Steinway player piano offers musical entertainment and an adjacent coffee table opens up to reveal a roulette wheel. Something for everyone! Showcased in the salon are two glass-encased ship models: the owners' schooner *Meteor* and a 19th century steam yacht. The formal dining area is unusually placed aft of the salon, so that you walk from the aft deck directly into it. In

BELOW: An oval-shaped swimming pool on the bridge deck is forward of the helideck.









ABOVE: On the bridge deck is a guest gym with a view.
LEFT: Observation chairs allow you to see where you are headed.
FAR LEFT: A spa pool on the sun deck provides yet another spot for a dip.

reality, most of the dining takes place, unsurprisingly, *alfresco*. The indoor dining table may get more use in Greenland or other cold climes,Bbut when special occasions call for added space, a dance party for instance, the table leaves can be removed and stored in custom-built cupboards.

The next deck up features the master suite. A proper library with red-tufted leather couches a bar and an adjoining small office precede the panoramic sleeping quarters located forward. The owners can use port and starboard doors to access the outside foredeck seating area. Aft is the bright and airy skylounge, decorated in white and cornflower blue. German artist Mary Baumeister handcrafted the large coffee table. The table'e glass top allows guests, accommodated on a surround of comfy couches, to admire a seascape of pebbles and shells. A Delft-tiled fireplace is another great focal point in the skylounge.

The aft deck on this level is the most popular spot for dining and lounging. The bridge deck mostly is the captain's domain, but there is a guest gym aft and the larger of the yacht's two spa pools is also located on this level. The sundeck has a smaller spa pool, a glass-protected seating area forward and sun loungers aft. There are so many rooms and nooks, the 12 guests aboard conceivably could get lost in their own spaces and never run into each other. There is even a beauty salon and spa room with massage table permanently set up.

Guests occasionally may visit the tank deck where a cinema is located. Featuring dark mauve walls and tiered seating, it's an inviting spot to view one of more than 1,000 films offered via the Kaleidescape system. It's a dark nest perfectly suited for escaping.

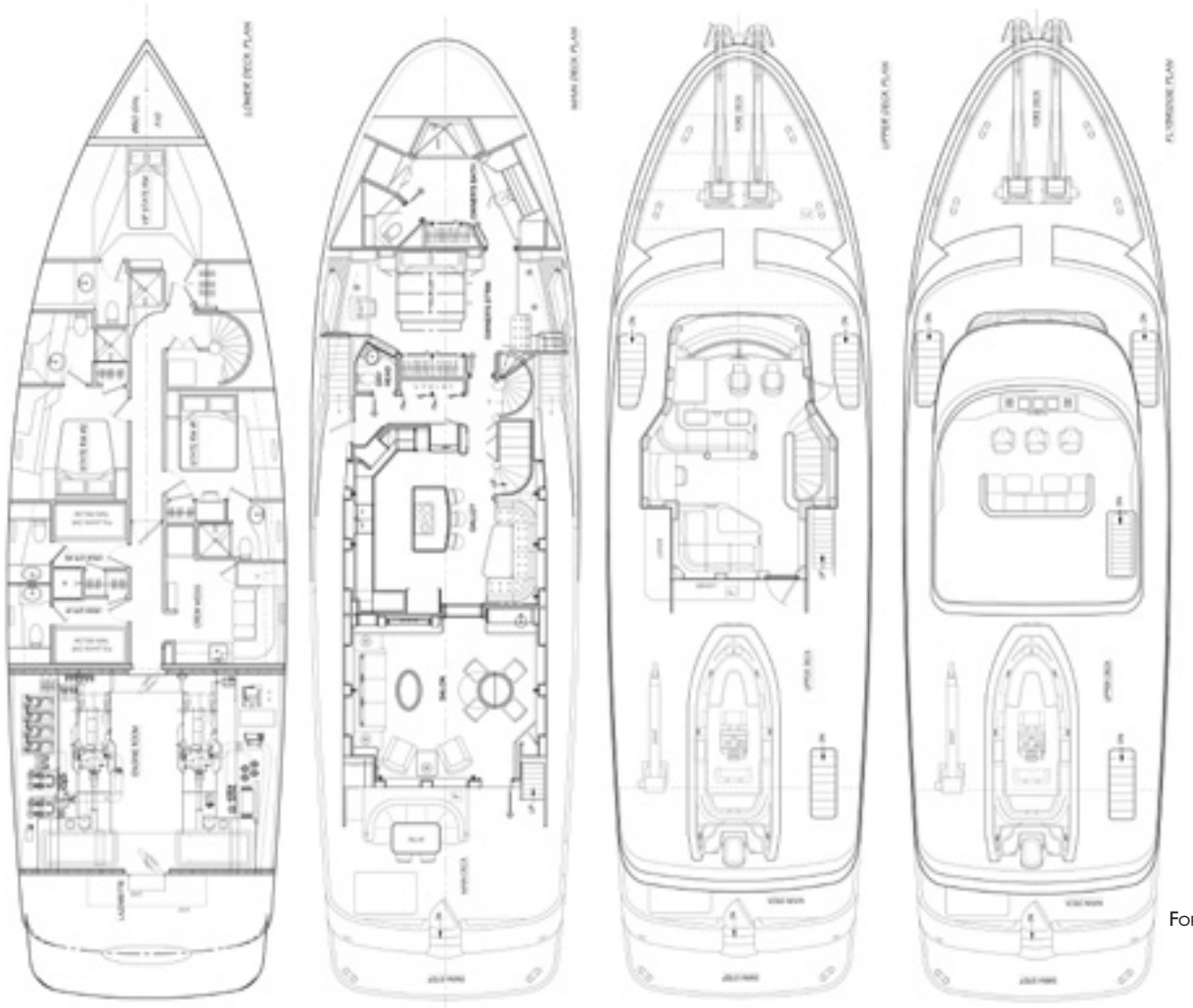
But then having such a self-contained little ship as *Northern Star* is a study in escapism...you could run away to sea for months at a time and lack for absolutely nothing. ■

CONTACTS:
LURSSEN.COM
MORANYACHTS.COM

Citadel Yachts 92'
Miss Lisa

LOA: 92'
BEAM: 25'
DRAFT: 7'
DISPLACEMENT (FULL LOAD): 193 L.T.
DISPLACEMENT (LIGHT SHIP): 170 L.T.
HULL: Steel
PILOTHOUSE & MAST: Aluminum
ENGINES: 2 x Caterpillar C18 B – 600 bhp @1,800 rpm
REDUCTION GEAR: 2 x Twin Disc 4.0:1
GENERATORS: 2 x Northern Lights 40 kW
STABILIZERS: Naiad At-Anchor, 16 Sq.-foot fins

FUEL CAPACITY: 7,200 Gal.
WATER CAPACITY: 920 Gal.
GREY WATER CAPACITY: 350 Gal.
BLACK WATER CAPACITY: 460 Gal.
MAX SPEED: 12.3 knots
CRUISING SPEED: 10 knots
RANGE: 3,650 nm
NAVAL ARCHITECTURE: Dennis Als
INTERIOR DESIGN: Joseph Artese Design/Owner
BUILDER: Citadel Yachts – USA



For more information, visit
citadelyachts.com






MISS LISA

RAISING THE BAR

Citadel Yachts 92' | *Miss Lisa*

Citadel Yachts' second steel-hull expedition cruiser boasts the same robust construction as its predecessor, embellished with significant exterior styling refinements and, as evidence of the yard's coming of age, a splendid new interior by designer Joseph Artese.

STORY Jerry Stansfield | **PHOTOS** Neil Rabinowitz





When your goal is to build a motoryacht with the range and wherewithal to complete ocean crossings, and a level of onboard comfort to make every voyage worthwhile, where do you start?

For the eventual owners of *Miss Lisa*, step one was to specify a steel-hull expedition-style yacht. An experienced cruising couple, they found themselves attracted to the idea of a robust, go-anywhere vessel with a full displacement hull, which although slower than the yacht they previously owned, could deliver both transatlantic range and a refined onboard ambience. "We didn't want to compromise comfort, safety, quiet operation and stability for the sake of speed," the owner said, adding, "We wanted the feel of a large yacht in a hull of less than 100 feet, so we chose a displacement design, and built out a list of specifications more like that of a 150-footer."

Their search for a builder led them to Citadel Yachts (at the time known as Aleutian Yachts), one of the rare American builders specializing in displacement designs and steel hull construction—exactly the kind of platform the owners had in mind. They inspected the yard's previous and inaugural build, a 92' single-engine expedition cruiser, and after comparing it with offerings from other builders, the owners contracted for the construction of *Miss Lisa*, a yacht of the same hull form and di-

mensions, but with more than a few significant changes. Most visible of these is the conventionally angled pilothouse windshield, an alteration to the aluminum superstructure that imparts a more elongated appearance compared with the reversed-windshield treatment of the first 92. A closer look reveals varnished teak cap rails and teak exterior decks—attractive finish details that serve as a prelude to the traditional styling within. Like her predecessor, *Miss Lisa* features remarkably fair hull surfaces, a reflection of Citadel's mastery at welding curved steel plates to form a virtually flawless substrate for the showy Flag Blue Awlgrip finish.

Another departure from the design of the original 92 was the installation of dual main engines. Proponents on either side will forever debate the attributes of twin or single engines, but the owners of *Miss Lisa* opted for the safety margin inherent in twins, their superior maneuverability in concert with the yacht's bow and stern thrusters, their compatibility with gear ratios that reduce cruise rpm for quieter operation, a lighter maintenance schedule and longer engine life.

If the owners' preference for a long cruising range and superior seakeeping ability in their next yacht was a reflection of their New England roots, so in all likelihood was their choice of a traditionally nautical interior theme...and their selection of fellow Yankee Joseph Artese to develop an appropriate design. A prolific designer of sailing yacht interiors, Artese brought to this project extensive experience in styling and arrangement. And he addressed a breadth of physical imperatives—hull motion, access, storage and ventilation among them—that carry equivalent weight when planning the interior spaces aboard a motoryacht of ocean-going mettle. Accordingly, *Miss Lisa*'s interior balances function and style without compromising either. Better yet, it meets a specific set of requirements as articulated by the owners while delivering a broader appeal, essential for preserving its value at resale time.

Their busy professional lives and social calendars notwithstanding, the owners planned to spend a good deal of time on board, Artese noted, "So the yacht would be a home and an office as well as an active but informal social setting." For this reason, he added, they were attracted to the main-deck arrangement of the original 92, in particular its enormous galley with central island and good-sized dinette, and specified a similar layout for their boat, complete with Wolf and Sub-Zero appliances. And while the adjoining

OPPOSITE: Miss Lisa's salon arrangement offers a casual atmosphere for relaxation, entertaining or business gatherings. **BELOW:** The immense open galley and adjoining banquette form an attractive focal point for informal socializing.



main-deck salon with its large windows offers an equally inviting environment for relaxing and socializing, it's a safe bet that the galley area will become a favored venue for gatherings of family, friends and associates.

The primary wood throughout the interior is anigre, selected for its tone, consistent and subtle grain, and its abundance as a non-threatened species. Project Manager Mark Masciarotte enlisted the services of Offshore Interiors, a British Columbia specialist in high-end cabinetry for large yachts, to craft *Miss Lisa*'s intricate joinery, a process that began with the creation of tooling for the approximately 30 custom moldings used throughout the interior. In order to maximize consistency of tone and to minimize waste, the environmentally conscious owners encouraged the use of micro-laminated stock for curved and otherwise complex components. Patterned area rugs soften the teak and maple soles at main- and bridge-deck levels and complement the traditional ambience.

Miss Lisa's accommodation plan features a main-deck master suite, with a VIP and two guest suites one level below. Although the owner, himself a licensed captain, and his wife, an accomplished designer who played an active role in developing the interior themes, plan to operate their yacht a good part of the time, they agreed with Masciarotte's recommendation to include two additional cabins—each finished to guest standards and fitted with a large fixed lower berth and a Pullman berth—and a compact lounge/galley just aft of the main guest area for use as a crew accommodation or for additional guests.

The deckhouse at bridge level encloses a single, uninterrupted space whose additional large windows and absence of obstructing bulkheads emphasize its already generous dimensions. With only a waist-high television cabinet separating the helm area from the skylounge just aft, guests can enjoy a virtually 360-degree view and a bright, airy ambience for social gatherings or business conferences. Forward, an observers' banquette

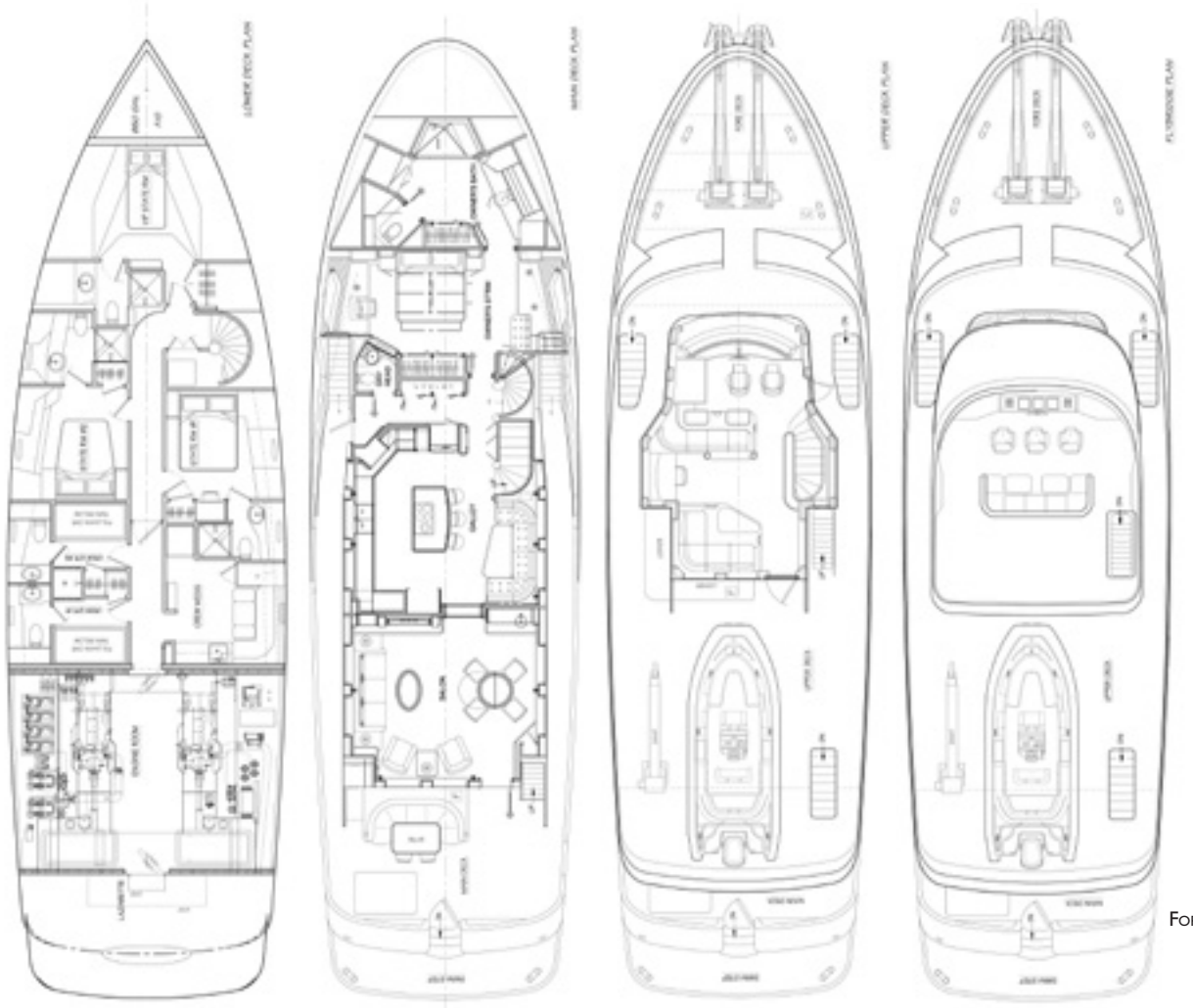
CLOCKWISE FROM BELOW: Large view windows brighten the full-beam master suite. Detailed anigre paneling, cabinetry and mouldings keynote guest accommodations and the bridge-deck lounge.



Citadel Yachts 92'
Miss Lisa

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DRAFT: 7'
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NAVAL ARCHITECTURE: Dennis Als
INTERIOR DESIGN: Joseph Artese Design/Owner
BUILDER: Citadel Yachts – USA



For more information, visit
citadelyachts.com











and dual Stidd helm chairs face a broad console and an impressive array of navigation electronics, engineered by Radio Holland to include a chart plotter, FLIR, IntelliSea monitoring system, two radars, closed-circuit security TV and a phalanx of five Hatteland monitors to display all data in any desired sequence. A second helm station occupies the sundeck just above, and as an alternative to fixed wing stations, two hard-wired remote consoles—one at the Portuguese bridge and the other aft on the boat deck—control engines, rudders and thrusters as they allow the helmsman complete mobility and visibility for docking and close-quarters maneuvering.

Exterior finishes and fit-out are consistent with the yacht's offshore-capable demeanor. Massive 10-inch elliptical teak cap rails define bulwarks and deck contours, and match the scale of oversized cleats, bollards and capstans, all of mirror-polished stainless steel. Compared to Citadel's first 92, *Miss Lisa* features an extended boat deck capable of securing a diesel waterjet-driven, 22-foot Novurania tender. The



ABOVE: Raised lounges allow seated guests to enjoy a panoramic view from the bridge deck. **OPPOSITE:** Teak decking and varnished caprails complete Miss Lisa's traditional appeal.

4,500-pound-capacity crane by Steelhead Marine is positioned not only to deploy the tender, but also to facilitate loading stores through a large weathertight hatch aft on the main deck. Appropriately, the gleaming white below-deck spaces aboard *Miss Lisa* provide direct, easy access and stowage volume commensurate with the provisioning demands of a lengthy ocean voyage. Plumbing and conduits, routed high as they pass through utility compartments, don't interfere with precious storage space. Piping for seawater systems is copper nickel to resist corrosion.

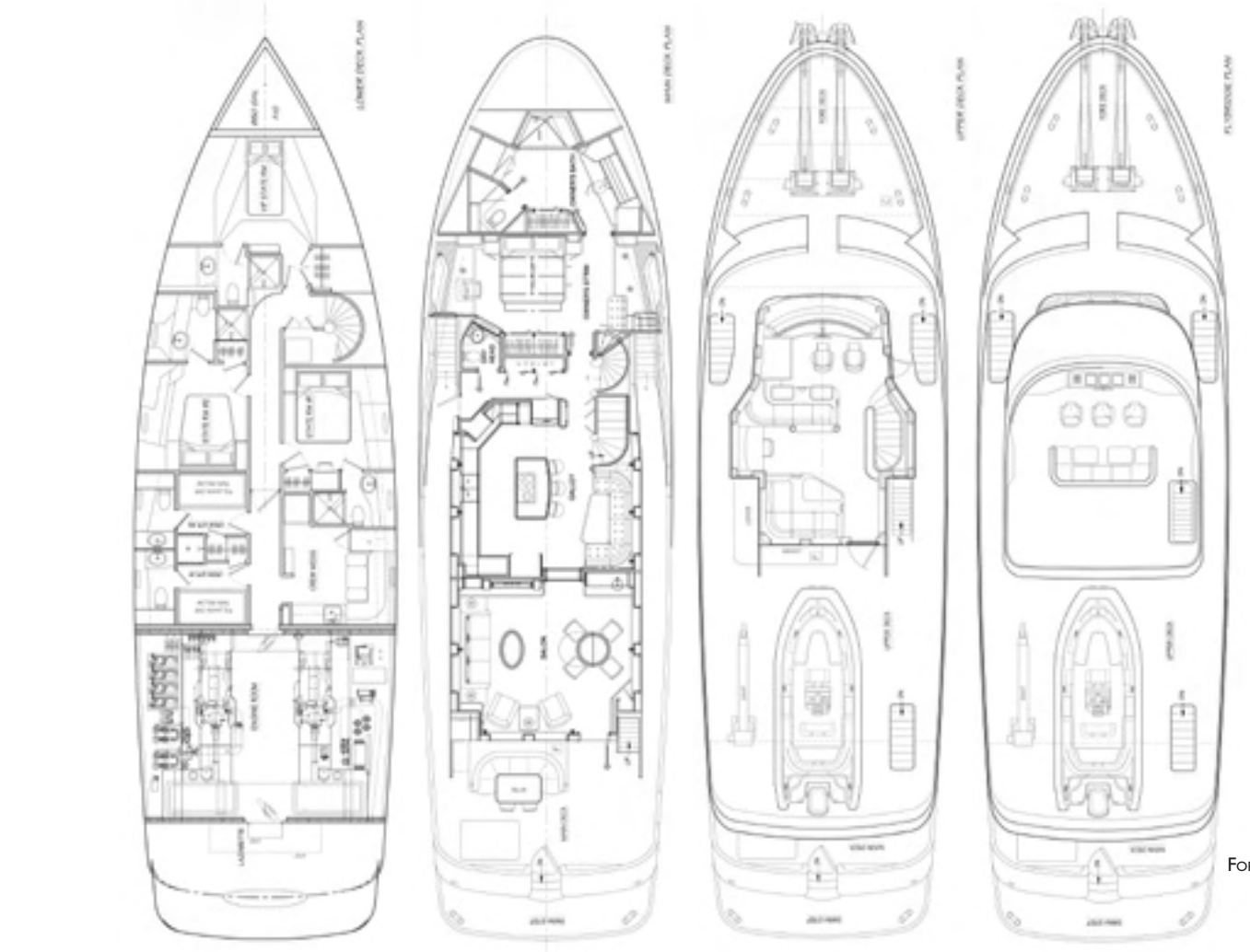
The hull, whose form is inspired by a Pacific Ocean tuna seiner design, features hard chines and a bottom that rises gently toward the stern to produce an agreeably small wake, evidence of its quiet, efficient ride. Abbreviated fin-like appendages house each propeller shaft to protect the running gear from submerged hazards; keel shoes also provide a lower bearing for each rudderstock. Each stabilizer fin's fixed component trails into an articulating section that pivots for effective roll-damping. Together, these stabilizer units easily can support the yacht's entire weight, a priceless attribute in case of grounding on a distant shoal.

"It's the right boat for the times," concluded *Miss Lisa*'s owner. "It's economical to operate, and can be run easily with a crew of two. Joe [Artese] did a great job on an amazing interior, and with the depth of his knowledge and experience, Mark [Masciarotte] was our secret weapon on this project." Following the yacht's arrival in South Florida and a series of short cruises to the Keys and Bahamian ports, *Miss Lisa* will head north for a summer of cruising New England waters. After that, who knows? Given her robust construction and admirable range, her owners face few limitations in time or destination. ■

Citadel Yachts 92'
Miss Lisa

LOA: 92'
BEAM: 25'
DRAFT: 12'
DISPLACEMENT (FULL LOAD): 193 L.T.
DISPLACEMENT (LIGHT SHIP): 170 L.T.
HULL: Steel
PILOTHOUSE & MAST: Aluminum
ENGINES: 2 x Caterpillar C18 B – 600 bhp @1,800 rpm
REDUCTION GEAR: 2 x Twin Disc 4.0:1
GENERATORS: 2 x Northern Lights 40 kW
STABILIZERS: Naiad At-Anchor, 16 Sq.-foot fins

FUEL CAPACITY: 7,200 Gal.
WATER CAPACITY: 920 Gal.
GREY WATER CAPACITY: 350 Gal.
BLACK WATER CAPACITY: 460 Gal.
MAX SPEED: 12.3 knots
CRUISING SPEED: 10 knots
RANGE: 3,650 nm
NAVAL ARCHITECTURE: Dennis Als
INTERIOR DESIGN: Joseph Artese Design/Owner
BUILDER: Citadel Yachts – USA



For more information, visit
citadelyachts.com






ROMA

LESS IS MORE

203' VSY | *RoMa*

STORY Danielle Viguerie | **PHOTOS** Bugsy Gedlek



A pin drop is heard in a silent room like an off-white stripe is seen on a white canvas. The concept of minimalism exists in pure form on *RoMa*, Viareggio Superyachts' second 62-meter yacht, where hushed design details emerge in the foreground thanks to an undressed interior. But the sleek Espen Øino-designed envelope, with subtle yet expressive interiors, conceals an underbelly with integrity that works hard not to disturb its environment.



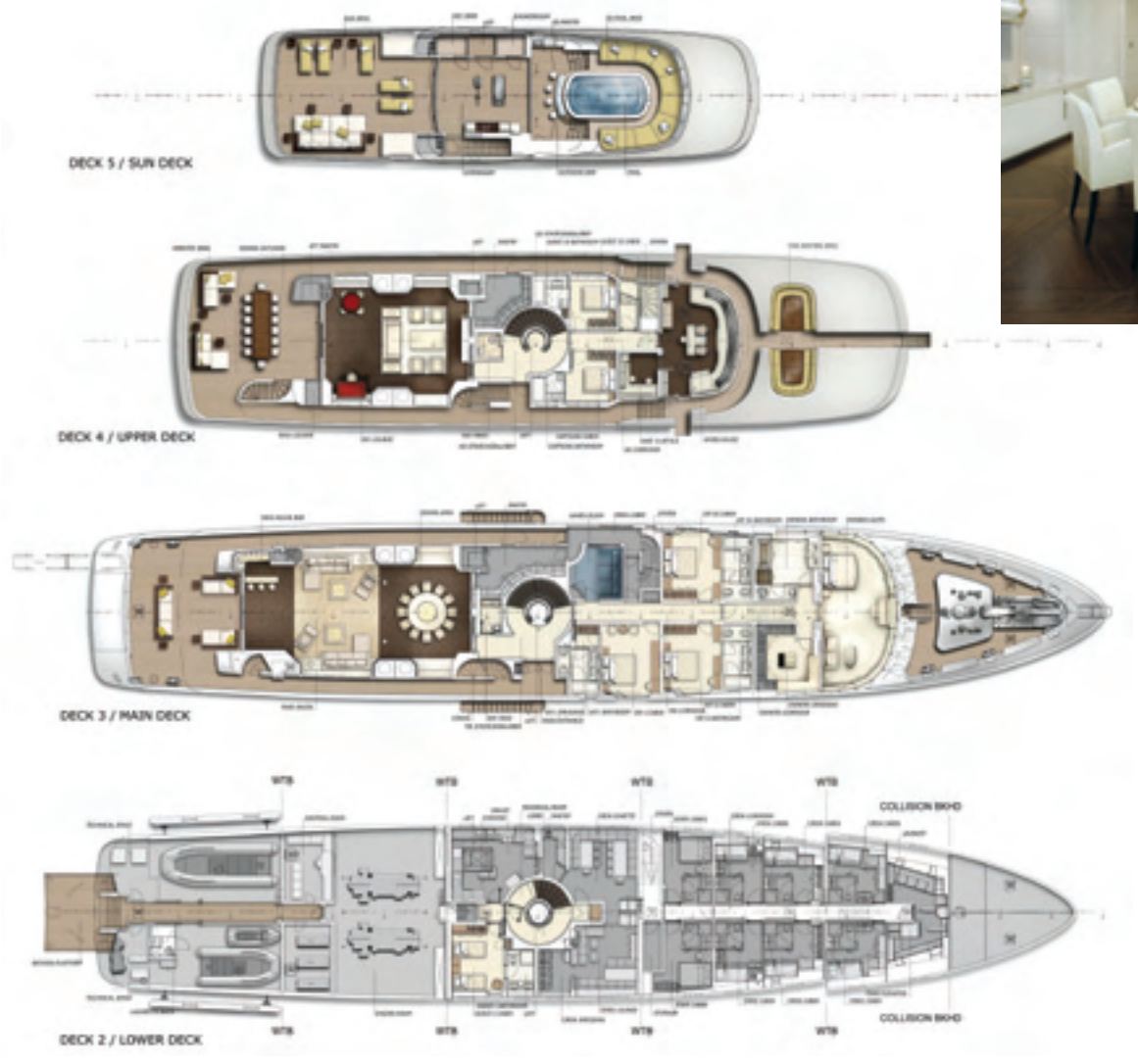
The concept "less is more" perhaps rings truer in Europe than in America, even if the German-born author of that phrase, architect Ludwig Mies van der Rohe, eventually immigrated to the United States, where he built several iconic buildings. While American cinema thrives on strong images and action, European cinema tends to find pleasure in nuance. Thus it should come as no surprise that there seems to be more interest from Europeans than Americans in the Espen Øino-designed *RoMa*, the long-range displacement yacht launched in early 2010 by Viareggio Superyachts (VSY). The shipyard—established in 2004 in Italy's yachting capital Viareggio—with Federico Bennewitz, formerly from Picchiotti, at the helm—has built two yachts to date, *Candyscape II* and *RoMa*. Both are 203 feet in length yet feature very different interiors.

On *RoMa*, absent is the din of competing colors and patterns. Beyond issues of preferences and taste, the craft evident in the yacht is certainly worthy of attention. Internationally known German NEWCRUISE Yacht Projects & Design

The NEWCRUISE team worked closely with RoMa's owners to greet guests with a serene interior design that appears effortlessly chic.







ABOVE: One of the details that steals the show in the minimalist main-deck salon is the bar's backlit onyx top

OPOSITE: The minimalist theme is elegant but leaves no room for error

203' VSY
RoMa

LOA: 203'2" (62M)
BEAM: 36'1" (11M)
DRAFT: 9'10" (3M)
HULL MATERIAL: STEEL
SUPERSTRUCTURE: ALUMINUM
FUEL CAPACITY: 41,744 GAL.
WATER CAPACITY: 10,304 GAL.
HOLDING TANK: 2,166. GAL.

DISPLACEMENT (LIGHT LOAD): 700 TONS
ENGINES: 2 X CAT 3516 B @ 2,680 HP EACH
CRUISING SPEED: 14 KNOTS
TOP SPEED: 17 KNOTS
RANGE@ 12 KNOTS: 6,000 NM
HULL DESIGN/EXTERIOR DESIGN: ESPEN ØINO

INTERIOR DESIGNER: NEWCRUISE-YACHT PROJECTS + DESIGN – HAMBURG, GERMANY
INTERIOR BUILDER: GEHR-INTERIORS – HAMBURG, GERMANY
BUILDER: VIAREGGIO SUPERYACHTS – VIAREGGIO, ITALY
CHARTER MANAGEMENT: CAMPER & NICHOLSONS

THE 2010 NEW ENTRIES

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Sunrays (Y-705)	85m	280'6"	Oceanco	Holland
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Silver Zwei	73.5m	241'	Hanseatic Marine	Australia



DUBAI (Ex Platinum)

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Dubai holds on to number one until the official delivery of *Eclipse*, likely at the end of this year. Prince Jefri Bolkiah, the Sultan of Brunei's younger brother, ordered the yacht in 1996. Blohm + Voss and Lürssen began construction in earnest until the Sultan ordered construction be stopped. In 2001, Platinum Yachts acquired the enormous unfinished carcass and 250 containers full of spare parts and worked four years on finishing this giant. The Andrew Winch-styled *Dubai*, features a 10,000 sq.-m painted surface finished in Awlgrip Snow White, and stylistic enhancements in stainless steel around portholes and large windows. In spite of its 3,470 gross tons, *Dubai* can reach a 26-knot top speed and cruises at 23 knots thanks to two MTU 20V 1163TB93 engines of 6,323 kW each, connected to a MAAG gearbox that couples the two 20V cylinders with controllable-pitch propellers. Aside from a lavish pool and helicopter station suitable for a Sikorsky S76 or any other helicopter up to 9.5 tons, the interior finishes include tiles covered in gold leaf, marble, onyx, lapis lazuli and malachite. As witness to a difficult period in the yachting industry and elsewhere, Platinum Yachts recently merged with a government-owned shipyard.

partners Frank E.H. Neubelt and Roland Krueger, and junior partner Katharina Raczek, who headed the interior design effort, developed the yacht's interior feel from styling to décor. The NEWCRUISE team worked closely with *RoMa* owners and their representatives to greet guests with a serene interior design that appears effortlessly chic. The main salon is washed in white, from the carpet with a slight wave pattern, to the sofas and wall panels. The detail that steals the show is backlit onyx on the bar, coffee tables and dining table. In the sky lounge, the dominant white background sets the stage for coral accents on pillows and lamps, and a bowl of red apples whose vibrant colors punch out with force.

Such a subtle décor belies great complexity and Gehr-Interiors, the German company that built the interiors, had little room for error. For instance, the sky lounge's wall panels, made from papaya tree bark, feature clean joints and are devoid of any Baroque detailing that could mask flaws. Similarly, the process of placing stone slabs in each bathroom required painstaking precision. Owner Representative Markus Hanny, who also looks after the owner's aircraft and another smaller yacht, explained the process. The designers started with blocks of Afyon miele marble, which were sliced, labeled and photographed. The NEWCRUISE team then placed each slice strategically to match colors or patterns in guest bathrooms, a time-consuming process that required limitless patience from all, including Technical Project Manager Stefan Zucker of the owners' team. But the effort resulted in an amazing product with its very own signature "This is our second successful project in Italy and the very first one together with our friend and college Espen [Øino]", said Neubelt, who credits effective team work and precise quality control for the successful outcome.

Beyond her seductive appearance, the yacht's layout is practical and flexible. Wanting to appeal to the charter market as well as to friends and family, the owners liked the idea of dedicating the forward part of the main deck to four guest suites, saying, "Why put your guests in the basement?" A fifth guest suite is located aft of the upper deck owner's suite and to port of the captain's cabin. There is only one guest cabin on the lower deck, well suited for a guest who may want more privacy, or for a nanny or security detail. (Sister ship *Candyscape II* had two guest cabins on the lower deck, but these

BELOW (L-R): A spectacular staircase spirals around the yacht's elevator; a few touches of coral warm the casual skylounge







owners opted for a larger crew area instead: eight cabins for 16 crewmembers).

Like the two salons, all the guest staterooms are swathed in white, but each has a different color theme repeated in the edging of the bedding, the drawers and cabinets' leather handles, the stitching of the white leather boxes on the dresser, and the artwork. (The owner wanted to see the yacht completed before selecting artwork, so he commissioned an unknown artist to create oil paintings that match each room's color theme.) While the guest staterooms all share a fairly standard layout, the master stateroom features a queen bed and a pullout sofa, for additional flexibility. This stateroom, in keeping with the rest of the yacht, exudes luxury without being over the top. From cream-colored silk wall panels to gold-colored tiles in the shower, the suite is understated and elegant.

A staircase in Macassar ebony spirals around an elevator from the lower deck to the bridge deck. Crewmembers enjoy the use of a separate staircase and a lift that easily accesses the galley and pantry and ascends to the sun deck. Here, a large pool (15'7"x 8'2") features jets that can create a strong current for exercise. Swimmers can then lounge on surrounding cushions or get refreshments from the bar. An enclosed gymnasium, equipped with a plasma-screen television and full bathroom, further separates the pool area from the large aft sunbathing area.

If the day calls for more than a swim and gym workout, guests have the option of water-skiing behind the yacht's 22'5" Frauscher 686 Lido tender. The Austrian builder shortened its semi-custom tender with foldable center console by close to eight inches so that it fits snuggly in the garage, located aft of *RoMa's* large engine room.

Twin Caterpillar 3516 B diesel engines of 2,680 hp each give the steel-hulled full-displacement yacht a top speed of 17 knots. While her cruising speed

ABOVE: Like the owner's suite, all guest staterooms (but one) are located on the main deck or above

THE 2010 NEW ENTRIES

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ABOVE: Each stateroom has a similar décor and identical comfort but is distinguished by a subtle color detail repeated in the custom artwork

is 14 knots, at 12 knots, *RoMA* can travel 6,000 nm with a 10-percent fuel reserve. Relatively economical, *RoMA's* engines burn 53 U.S. gallons per hour at 1,000 rpm.

In fact, VSY is fully committed to preserving the environment as much as possible while continuing to build quality superyachts. *RoMA* has RINA's Green Plus notation as well as an ES (Environmental Safety) certification from ABS, the first the classification society ever issued for a yacht. The yacht also has an EIAPP (Engine International Air Pollution Prevention) certificate from the EPA.

"Nothing goes overboard that is not first cleaned and treated," said Captain Mikael Andersson. A Biodisk FVN30 Sewage Treating System treats both gray and black sewage using chemical and biological phases. The yacht also features dynamic positioning, which is not yet standard on all yachts, but allows the yacht to stay in place without dropping anchor and disturbing the ocean floor. Finally, *RoMA* is the first Italian yacht to have a certified paperless bridge. In order for the yacht to operate chartless, no fewer than three officers onboard have to carry appropriate mandatory certification. Captain Andersson said that he is very pleased with the yacht's Kongsberg bridge. Used on most cruise liners and numerous commercial and military ships, the "K-Bridge" is known for its engine controls.

VSY delivered the first yacht in this 62-meter range, *Candyscape II*, in 2009 and *Roma* in January 2010, and has a third underway with a completed hull and superstructure. The next project is a 236-footer currently in the works. Like her predecessors, the new VSY superyacht will integrate environmental considerations and technology with ultimate comfort and luxury. ■



An enclosed gymnasium, equipped with a plasma-screen television and full bathroom, separates the pool area from the large aft sunbathing area.



ABOVE: Jets create a strong current for exercise in the pool.
LEFT: Free-standing furniture provides flexibility, which is ideal to accommodate the varied needs of owners and charter guests.

FOR MORE INFORMATION, VISIT
VSY-YACHTS.COM

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THE TOP 100

2010 EDITION



The world's largest yachts

Our top 100 list features six new entries in the select group of the world's largest yachts. The largest of these new entries, until that long-awaited and long-observed *Eclipse* is delivered, is thought to be Mr. Abramovich's other yacht, the 377' expedition yacht *Luna*. Also new is our cover yacht, *Northern Star* (pictured here). The average length among the six new entries is 303' (versus 283' in 2009). The trend within this very special set of superyachts still is to order and build bigger. Of course, these new yachts were in the works long before the latest world recession hit. But, if everyone suffered in 2008-2009, many who dropped off Forbes' list of billionaires last year are back as of 2010. Only time will tell what long-term effects this two-year recessionary period will have on the superyacht set. There is more to come in this special group of superyachts before the end of 2010, including that new "number one", so stay tuned. Our cut-off date for this year's list was for the yachts to be delivered before July, so these new vessels will appear on the 2011 list, if not sooner in the news pages of upcoming *Yachts International* magazines.

For the first time this year, we included the world's largest sailing yachts, instead of focusing on motor yachts alone. This reflects our new editorial direction. With a strong "green" wind blowing through the yachting industry, it has become impossible not to consider sailing yachts. Plus, if the likes of the *Maltese Falcon* are not superyachts, then what are they?

We chose to keep state and royal yachts on the list because the leaders of countries large and small have been a steady source of work for superyacht builders. Successful entrepreneurs and heirs of financial empires may be the main source of orders, but the very largest yachts still tend to go to heads of state. North American owners still lead the pack in terms of superyacht orders, but for how long? Most of the new yachts on this year's Top 100 list went to owners from other parts of the world.

NOTE: EXCLUDED ARE "MINI CRUISE SHIPS".

Staff Report | **PHOTOS** SuperyachtPhoto

PHOTO KLAUS JORDAN

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2 AL SAID (Ex Sunflower)

LENGTH: 508'6" (155m) **SHIPYARD:** Lürssen, 2007, Germany

Lürssen launched what is currently the world's second largest private yacht, built under the code name "Sunflower" for the 69-year-old Sultan of Oman Qaboos bin Said Al-Said. The yacht, styled by Espen Øino, is said to sleep 70 guests and a crew of some 150. The sultan has ruled Oman, an independent oil producer, since overthrowing his father in1970. The Sultanate of Oman's economy, which is pegged to the dollar, generally is considered a successful model of moderate growth and diversification. The cream-colored yacht usually lies at the Omani capital's port of Mutrah but has traveled to Mediterranean ports in 2008, attracting lots of attention with its imposing size, helipad and pool, amenities to be expected on a vessel of its kind.

3 PRINCE ABDULAZIZ (Ex Abdulaziz)

LENGTH: 482'4" (147m) **SHIPYARD:** Helsingør, 1984, Denmark

Until 2006, the Royal Saudi yacht held on as the world's largest private yacht for more than 20 years. In 2002, U.K.-based designer David Hicks re-designed the interior of the yacht, which has naval architecture by Maierform. Twin 15,382-hp, 12-cylinder Pielstick engines power *Prince Abdulaziz* to a top speed said to exceed 22 knots. A 2007 refit took place in Montenegro where the classic looks of this small cruise ship, equipped with a forward helicopter pad, left quite an impression. Easily recognizable, this elegant yacht regularly cruises the Mediterranean with a complement of crew that matches the number of guests.



4 MAHROUSSA (Ex El Horriya)

LENGTH: 478' (145.7m)
SHIPYARD: Samuda Brothers, 1865, England



© KEVIN ANTHONY

Samuda Brothers built *Al Mahroussa* (The Protected) on the banks of the Thames for the Viceroy of Egypt, Isma'il Pasha in 1865. The world's oldest surviving yacht is said to have inaugurated the Suez Canal in 1869. This long life gave ample opportunities for refits and changes. An 1872 refit extended the hull by 40' and in 1905, when regular shafts replaced the original paddlewheels the yacht grew by another 16'. Steam turbines were installed to provide power. After King Farouk abdicated the throne in 1952, *Mahroussa* steamed out of Alexandria carrying the royal family and 204 royal trunks (as noted in an August 4, 1952 *Time* article). It then became the Egyptian presidential yacht. Along with changes in appearance and length came several identities. The yacht bore the name *El Horriya* (or *Al Horreyya*) for years and that is how many still refer to it. But nowadays, when official delegations visit the vessel, they know this Grande Dame, which steamed to New York for the Bicentennial celebration, as ENY *Mahroussa*.



5 AL SALAMAH

LENGTH: 456' (139m) **SHIPYARD:** HDW/Lürssen, 1999, Germany

Deputy Prime Minister Sultan bin Abdul Aziz Al Saud, Crown Prince of Saudi Arabia, cruises onboard *Al Salamah*. Terence Disdale designed the yacht built at HDW in association with Lürssen, which launched the yacht under the name *Mipos*. The imposing vessel makes regular return visits to Lürssen for maintenance. Twin 20-cylinder MTUs developing 8,056 hp each allow this displacement yacht to reach a 21-knot top speed. Crown Prince bin Abdul Aziz Al Saud is deputy prime minister, chairman of Saudi Arabian Airlines and Governor of Riyadh.

7 SAVARONA

LENGTH: 446' (136m)
SHIPYARD: Blohm + Voss, 1931, Germany

A *New York Times* journalist writing about *Savarona* in 1931 described it as being the "size of a small ocean liner." Philadelphia socialite Emily Roebling Cadwalader and her husband commissioned this great yacht in Germany but never brought it to U.S. shores. The vessel's next owner was President Mustafa Kemal Atatürk, the founder of modern Turkey. Fast forward a few years. The Turkish navy was using the vessel for training when a 1979 fire broke out on board and nearly destroyed it. Kahraman Sadikoglu, president of Istanbul's Tuzla Shipyard, had grand plans for this legendary yacht and leased it from the Turkish government. In 1989 he embarked upon a three-year restoration project, which included a brand new classic interior and the installation of modern diesel-electric engines. Today guests aboard the grand old yacht can ascend a stunning sweeping staircase with ornate bronze banister (a replica of the original) and relax in the yacht's Turkish bath.

6 RISING SUN

LENGTH: 454' (138.4m) **SHIPYARD:** Lürssen, 2004, Germany

Rising Sun is the ultimate fractional yacht. Owner Larry Ellison, founder of Oracle and syndicate head of America's Cup BMW Oracle Racing team, reportedly sold half of his yacht to Hollywood's David Geffen, who co-founded DreamWorks with Jeffrey Katzenberg and Steven Spielberg, another yacht enthusiast. Geffen now occasionally cruises on the distinctive *Rising Sun,* which owes its original styling to the late Jon Bannenberg. The competitive Ellison, who increased the yacht's LOA during construction, still uses the spectacular vessel as well. It made a triumphal return to Valencia, Spain in early 2010, to watch BMW Oracle Racing win the 33rd America's Cup. The yacht, which was later spotted in Cape Town, is said to have four engines and a top speed of 28 knots.



© BENOIT DONNE



9



© MERIJN DEVAARD

OCTOPUS

LENGTH: 414' (126m) **SHIPYARD:** Lürssen/HDW, 2003, Germany

This well-traveled yacht belongs to Paul Allen, co-founder of Microsoft. Espen Øino designed the yacht's exterior, while Seattle-based Jonathan Quinn Barnett created the initial interior design. Since leaving Microsoft in 1983, Allen devotes much of his time to philanthropy and his sports franchises but recently launched software company Xiant. Allen, a passionate ocean advocate, made his state-of-the-art Canadian-built yellow submersible *Pagoo* and mothership *Octopus* available for a team of scientists and historians to study the effects of 60+-year-old atomic tests on the Marshall Islands' atoll of Bikini, ground zero for Operation Crossroads (1946 and 1958). *Pagoo* and crew tested radiation levels in and around the wreck of the USS *Saratoga*, sunk during the Baker nuclear test, and searched other test sites for evidence of lasting underwater radiation. See the Discovery Sciences' 2009 documentary "Bikini - Radioactive Paradise" for surprising information about the power of nature, mutant one-fin nurse sharks, cesium-saturated coconuts and glimpses of the technical areas of *Octopus*.

AL MIRQAB (Ex Project May)

LENGTH: 436'5" (133m) **SHIPYARD:** Peters Schiffbau, GmbH, 2008, Germany

8

Al Mirqab was built for the Emir of Qatar, Sheik Hamad bin Khalifa Al Thani. The massive yacht (with a beam of nearly 60') owes its graceful exterior styling to designer Tim Heywood and intricate interior to Andrew Winch. Sheikh Hamad, 57, has steered the course of Qatar since 1995. Despite declining oil prices (from about $150 to less than $85 a barrel at the time of this report), the small country's economy is expected to continue growing. The Emir told German magazine *Der Spiegel* that he plans for the country to carry on investing abroad, including in Germany. Incidentally, it was Germany's Kusch Yachts that did the naval architecture and supervised the construction of the Emir's new yacht in Germany.





10

A (Ex project SF99) **LENGTH:** 390'3" (119m) **SHIPYARD:** Blohm + Voss, 2008, Germany

Philippe Starck and Martin Francis collaborated on the design of this strikingly innovative yacht built by the German shipyard Blohm + Voss for young and forward-thinking Russian entrepreneur Andrey Melnichenko. Until recently, the owner had kept the interior of this stunning yacht a well-guarded private domain, although he did allow a few select photos of his yacht's interior to be published. They reveal large loft-like spaces and innovative furnishings, some—including the master bed— mounted on revolving platforms, which the designers alluded to in earlier interviews. "In many yachts you have small corridors, small rooms and complicated things. This project nearly has no corridors but rather large lofts, very pleasant gigantic rooms with many windows," said Chief Concept Designer Starck. The yacht also features three pools and Starck-designed custom tenders. Beyond this truly groundbreaking styling (a knife-like entry and a superstructure sitting aft), the real story may be the vessel's efficiency. Francis, who worked extensively on the technical design and naval architecture, said thorough tank testing before the yacht was ever built showed great promise for a hull that barely created a wake. The yacht later fulfilled its promise with a 23-knot top speed, a cruising speed of 19.5 knots and excellent sea-keeping qualities tested in the Mediterranean and Caribbean this past winter. Everywhere it goes this yacht—love it or hate it (and there are plenty on both sides of the fence)—is impossible to mistake for another. Martin described the experience of building this one-of-a-kind yacht as great. "The client didn't feel he had to follow the trend. He was prepared to break the mold and went the extra mile to allow for the research and development that would ensure he had a highly efficient boat."

PHOTO Guillaume Plisson





BELOW: An intimate salon for quiet conversation but great expanses of open space in the master stateroom and the decks to enjoy the scenery; a revolving platform in the stateroom allows facing the TV, or portside or starboard side windows; Starck also designed the tenders.







11

ATLANTIS II

LENGTH: 379'9" (115.8m) **SHIPYARD:** Hellenic, 1981, Greece

Stavros Niarchos commissioned the build of *Atlantis II* at the Hellenic shipyard (part of Thyssenkrupp Marine Systems) in 1981, reportedly to compete with his rival, erstwhile brother-in-law and fellow Greek shipping magnate Aristotle Onassis, who had commissioned the refit of the amazing *Christina O*. Twin 12-cylinder, 4,800-hp Pielstick diesel engines power the yacht, which is equipped with a retractable swimming pool. Since Niarchos died in 1996, the yacht, which remains the property of the family, rarely moves from its berth at the entrance of Monaco's Hercule Harbor.

PELORUS

LENGTH: 377'4" (115m) **SHIPYARD:** Lürssen, 2001, Germany

Yacht aficionado, soccer team owner and Russian entrepreneur Roman Abramovich purchased *Pelorus* from its commissioning owner in 2003. Built at the Lürssen shipyard, the yacht has an exterior design by Tim Heywood and an interior by Terence Disdale, who also worked on some of Abramovich's other yachts, including *Ecstasea* (now sold) and the 160' Feadship *Sussuro*. Controlled by a single joystick and powered by twin 3,600-hp Wärtsilä engines the well-traveled *Pelorus* is said to have a 20-knot top speed. Ownership is now attributed to Abramovich's ex-wife Irina. Roman Abramovich is awaiting the delivery of the much-anticipated new Number One (*Eclipse*) and recently took delivery of the expedition vessel *Luna*, next page.



13

ISSHAM AL BAHER
(Ex Prince Abdul Aziz – Ex Al Salamah)

LENGTH: 379'8" (115.7 m)
SHIPYARD: Hellenic, 1973, Greece

12



This yacht, which once belonged to late Greek shipping tycoon Stavros Niarchos, was built under the name *Atlantis I*. Niarchos is thought to have later offered the yacht to King Fahd of Saudi Arabia or built the vessel as a replacement for a yacht he gave the Saudi Royals. Later renamed *Issham al Baher*, the yacht with architecture by Maierform, has been seen a bit more around the Mediterranean, a welcome treat for historic yacht enthusiasts. Niarchos, who served as an officer in the Greek Navy during WWII built his first supertanker in 1952. It was only four years before the Suez Canal crisis created a demand for these huge ships, allowing him to rebuild the family financial empire.

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AL DIRIYAH (Ex Massarah – Serendipity – Ultima II – Danginn)

Length: 257'10" (78.60m) Shipyard: National Bulk Carriers, 1960, Japan

National Bulk Carriers' owner in 1960 was the late billionaire Daniel K. Ludwig. *Danginn* likely was the smallest vessel built at the Japanese yard, which was leased for the construction of large tankers. The vessel has changed ownership frequently and has had at least five names. Current ownership is attributed to a multinational investor named Hussein Nauman Soufraki, and the now classic yacht cruises mostly in the Med. The yacht's previous owners included Sheikh Ahmed Zaki Yamani, the current owner of *Lady Sarya*. *Al Diriyah* has a 5,500-mile range and a cruising speed of 14.5 knots thanks to twin 1,800-hp 10-cylinder Fairbanks Morse engines.

PRINCESS MARIANA

Length: 257'9" (78.59m)
Shipyard: Royal Denship, 2003, Denmark

Espen Øino designed this stylish steel-and-composite displacement yacht and François Zuretti created the interior. It features six decks; a beach club that serves as a tender garage, which can be flooded to become a swimming pool, a helipad that is also a driving range, a disco and a 13-seat cinema. Twin MWM Deutz engines provide an 18-knot top speed but the yacht also has a 7,000-nm range. The yacht's owner, Mexican business owner Carlos Peralta Quintero, named *Princess Mariana* after his reputedly stunning wife. But the yacht has been for sale for a while now. Merle Wood and CNI share the listing. The yacht's former tender, the stunning 43+-knot 115' *Moon Goddess*, built by Danish Yachts, also has been for sale for the past few months.

DELPHINE (Ex Dauntless)

Length: 257'8" (78.5m) Shipyard: Great Lakes Engineering, 1921, USA

Automobile pioneer Horace Dodge died before *Delphine* was finished, but his widow Anna took delivery of the yacht, named after their daughter, and kept it (with a few years hiatus during WWII when the vessel served Admiral King) until 1967. Thirty years later Belgian blue jeans magnate Jacques Bruynooghe found *Delphine* rusting in Marseille. He had the vessel towed to Belgium, and his daughter Ineke undertook the immaculate restoration project. The successful $55-million (or so) and meticulously documented restoration was not without trouble (a lawsuit ever marred the experience), but in the end *Delphine* and her steaming smoke stack became a frequent and welcome sight in Monaco and the Riviera. The yacht occasionally charters (accommodating up to 26 for overnight stays and many more for day events). This labor of love has been for sale through Edmiston since late 2008.

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[NEW]

14

LUNA

LENGTH: 377'3" (115m)
SHIPYARD(S): Stahlbau Nord and Lloyd Werft



© CARL GROLL

Roman Abramovich seems to have chosen a celestial theme for the newest yachts to enter his ever-changing fleet. While *Eclipse* (which persistent rumors attribute to the owner of the Chelsea soccer team) progresses toward an imminent delivery date, the expedition vessel *Luna* unseats *Le Grand Bleu* (see below) as the world's largest expedition yacht. Presumably, Abramovich took delivery of the German-built and German-designed vessel in late spring in Norway. A regional Norwegian newspaper printed a photograph of the Russian billionaire's arrival to the paper's hometown of Kristiansand. German design firm NEWCRUISE created *Luna*'s exterior styling, deck layout and outfitting. The superstructure sits a bit forward, leaving room aft for a large pool surrounded by sunpads. A beach club is also available at water level. Although little is known about the interior design, Italy-based Pastrovich Studio, whose lead designer Stefano Pastrovich worked with Claus Kusch on *Le Grand Bleu*, suggested some possible arrangements featuring large loft areas seen on its website (although Pastrovich was not involved in the final stages).



15

LE GRAND BLEU

LENGTH: 370' (112.8m) **SHIPYARD:** Bremer Vulkan, 2000, Germany

Roman Abramovich is said to have gifted *Le Grand Bleu*, a frontrunner in the implementation of environmentally friendly technologies, to friend and business partner Eugene Shvidler in 2006. A "green" prototype, the vessel, built under supervision of the late Claus Kusch as a 355' expedition yacht for an American owner, is equipped with state-of-the-art sewage and wastewater treatment plants, a water purification system and nitrogen and sulfur exhaust emission controls. Without these systems, the footprint of the world's second largest expedition yacht, which comes complete with a sizeable speedboat, sailling yacht and helicopter pad, and was recently seen transiting from the U.K to the Bahamas, could potentially be very large indeed.

16

DILBAR (Ex Opal)

LENGTH: 360'9" (110m) **SHIPYARD:** Lürssen, 2008, Germany

The graceful *Dilbar* bears a striking resemblance, at least in terms of exterior styling, to *Pelorus*, and that's no coincidence. *Dilbar*'s exterior designer Tim Heywood also styled *Pelorus*. Paris-based Alberto Pinto is credited with the interior. If a motoryacht of this size can be considered environmentally friendly, this is it. The yacht has particle filters for soot removal and efficient diesel-electric propulsion. The yacht's owner is likely to be metals magnate Alisher Usmanov, who named his previous yacht, the 2005 Oceanco *Dilbar,* after his mother. The 56-year-old Russian businessman owns *Kommersant*, Russia's largest newspaper, stakes in Facebook and owns iron ore and steel producer Metalloinvest. Like Abramovich, Usmanov also has growing stakes in a British soccer team—Arsenal.



17

[NEW]

RADIANT
(Ex Darius)

LENGTH: 360'9" (110m)

SHIPYARD: Lürssen, 2009, Germany



Radiant was the first yacht of 100m or more to launch in 2009. Identical in length to *Dilbar*, the yacht also features a Tim Heywood's design, but that is the end of the similarities. The two yachts have very different styling. Glenn Pushelberg, co-founder of Yabu Pushelberg, an award-winning interior design firm with an extensive portfolio of luxury hotels and high-end boutiques is credited for the interior, which is kept very secret. But a look at the firm's portfolio would suggest a very chic and modern décor. Yet most everything can be left to the imagination when it comes to this newly delivered and secretive yacht.

LADY MOURA

LENGTH: 344'6" (105m) **SHIPYARD:** Blohm + Voss, 1990, Germany

18

Now 20-years old, but as beautiful as ever, *Lady Moura* was at the time of its secretive launch one of, if not the most expensive yacht yet built. Italian designer Luigi Sturchio and Blohm + Voss collaborated for four years to bring this project to fruition. Twin 6,858-hp Deutz diesel engines and controllable pitch propellers are said to move the yacht to a 20-knot speed, yet *Lady Moura* is seldom seen far away from the southern coast of France and mostly cruises comfortably at 13 to 14 knots. For quick trips ashore a Sikorsky helicopter is onboard. The yacht has had one owner, Dr. Nasser Al-Rashid, a distinguished alumnus of the University of Texas at Austin. Rashid Engineering, based in Riyadh, has designed some of the largest structures in Saudi Arabia.



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LOALOAT AL BEHAR
(Ex Al Said)

LENGTH: 340'9" (103.85m)

SHIPYARD: Picchiotti, 1982, Italy

Al Said, launched at the Picchiotti shipyard in Viareggio in 1982, was until recently the private yacht of Oman's Emir and the largest yacht built in Italy to date (that's about to change with a new 134m at Fincantieri due out this year). The steel yacht has a 53'+-beam and is powered by twin 4,200-hp GM A420-6 diesel engines for an 18-knot top speed. Since taking delivery of the new *Al Said*, now No. 2 on our list, the Emir had the yacht converted into a luxurious cruising yacht named *Loaloat al Behar* (shown at the 2010 Abu Dhabi Show). It has all that is required for fun times at sea, including Jacuzzis, a cinema, bars and diving equipment. The revamped yacht, received a new coat of white paint, a modernized interior and a complete Lantic entertainment system during a 2009 refit. It is available for charter (for about $362,000 dollars or 250,000 euros per week) through Fraser Yachts' Monaco office.



CHRISTINA O

LENGTH: 325'4" (99.2m)
SHIPYARD: Canadian Vickers, 1943, Canada **REFITS:** HDW Shipyard, 1954, Germany; Viktor Lenac, 1998, Croatia

20



Christina O once was a Canadian River class frigate called *HMCS Stormont*. Commandeered to serve in World War II, the vessel witnessed the D-Day landings before languishing as a navy surplus vessel. Aristotle Onassis purchased the hull in 1954 for $34,000, and his $4-million refit initiated a popular trend in conversion. *Christina* starred as one of the most famous society venues of the mid-20th century, hosting illustrious celebrities of the time, including the glamorous Maria Callas. Her affair with Onassis heated the social pages until he married Jackie O. In 1998, John Paul Papanicolaou and a group of investors purchased the yacht from the Greek government and brought it back to life. As a nod to *Christina*'s past and to entice opera lovers, the charter company offered a special program called The Maria Callas Experience during select Med charters this year. Sopranos helped revive some of the yacht's romance by singing arias from the ravishing operatic diva's repertoire.



© BAIRD

21

ATTESSA IV (Ex Evergreen)

LENGTH: 320' (97.5m)
SHIPYARD: Hayashikane Dockyards, 1998, Japan
REFIT: Vancouver Shipyard, ongoing, Canada

Taiwanese businessman Yung-Fa Chang was the yacht's owner before Dennis Washington bought the vessel and brought it home to Vancouver to refit. Designer Glade Johnson is working with Washington on the ongoing project. If the refit follows its initial schedule, it should now be about two-thirds of the way complete. Although kept very much under wraps, the largest refit in North America is said to include a hull extension of some 32 feet. Washington is an entrepreneur and philanthropist with controlling interest in a consortium of privately held companies collectively known as the Washington Companies. He has a passion for refitting yachts and owns the Vancouver Shipyard where the massive yacht currently is receiving a whole new Awlgrip paint job.

CARINTHIA VII

LENGTH: 318'11" (97.2m) **SHIPYARD:** Lürssen, 2002, Germany

Designer Tim Heywood styled this spectacular yacht, which bears more than a passing resemblance to *Carinthia VI*, designed by Jon Bannenberg nearly 30 years earlier. Although the yacht has received numerous accolades, including a Superyacht Society design award, the interior layout and design remain largely a matter of speculation. Four 9,925-hp MTU engines are said to power the yacht. Two garages house tenders that look like miniature replicas of the mothership, and the aft garage door opens wide for a Bentley to roll out for onshore excursions. A helipad offers another option for quick arrival or departure of the yacht's owner, Austrian billionaire Heidi Horten. She previously owned, with her late husband Helmut Horten (who built a retail empire) *Carinthia VI*, now known as *The One*.

22





23

LIMITLESS

LENGTH: 315'9" (96.25m) **SHIPYARD:** Lürssen, 1997, Germany

Leslie Wexner, the 72-year-old son of Russian immigrants, opened a women's clothing store in Arlington, Ohio, in 1963. His company grew into a formidable retail empire, known as The Limited Brands. Although *Limitless*, which was designed under the direction of Jon Bannenberg, relinquished long ago the title of the world's largest private yacht, which it held for six years, it remains the largest private yacht to fly the American flag. Twin 5,420 kW CAT engines allow a sporty cruising speed of 25 knots. State-of-the-art electronics include an F-16 joystick control. There is a carbon fiber retractable light mast on the foredeck and underwater lights that provide the nighttime illusion of levitation. Wexner and his wife Abigail are active both in business and philanthropy.

INDIAN EMPRESS (Ex Al Mirqab)

LENGTH: 311'8" (95m) **SHIPYARD:** Oceanco, 2000, Holland

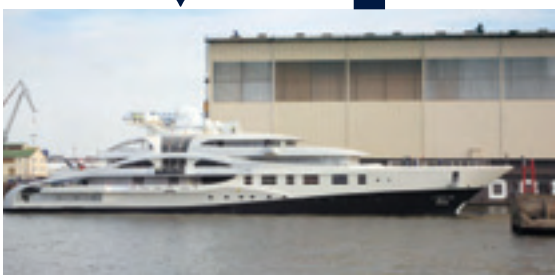
Vijay Mallya, chairman of the UB Group, which includes Kingfisher beer and Kingfisher Airlines, acquired this former royal yacht, previously used by the Emir of Qatar, in 2006. The distinctive yacht, designed by the A Group, is fully equipped for business and available for charter. An opulent interior updated in 2008, several elevators, a helipad, gym with sauna, Jacuzzi, Elton John's baby grand piano, beauty salon, massage room, full medical suite and expansive deck spaces are all part of the package. In addition, the yacht has a top speed of 26 knots thanks to a powerful 30,000-hp power plant. Mallya, like other yacht owners on this list, also invested in sports (Formula One, cricket and soccer).



25

[NEW]

24



24) ORCA

LENGTH: 314'10" (96m)
SHIPYARD: Blohm + Voss, 2010, Germany

This futuristic yacht, still known under its project name as we write these words, underwent sea trials in Germany this past winter and should be ready for the summer charter season. It owes its refreshing and innovative styling to U.K.-based Michael Leach Design working closely with the Blohm + Voss shipyard, no stranger to building breakthrough designs (also see "A"). Built in steel, alloy and composite, the yacht features a curvy envelope leaving room aft for an expansive aft deck and a voluminous interior suitable for eight staterooms. Twin MTU 595 TE 701 diesel engines power the yacht to a 19-knot top speed. Yet, at 14 knots, it has an impressive range of 6,000 nm. Ownership has been attributed for some time to a steel magnate who owns another of the top 100 yachts.



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26 EOS

LENGTH: 304'9" (92.9m), including bowsprit **SHIPYARD:** Lürssen, 2006, Germany

If you include the bowsprit, this three-master schooner is the world's largest sailing yacht. It hails from a shipyard not normally associated with sailing; German custom superyacht builder Lürssen only build one other sailing yacht, the 133' *Twirlybird* in 1993. The aluminum hull, which recently had some maintenance done in New Zealand, has a length on deck of 271' (more than a few feet shy of the *Maltese Falcon*). Newport, R.I.-based Langan Design Associates created the yacht's exterior styling and Paris-based designer François Catroux, who has to his credit numerous residential projects as well as planes, trains (though perhaps no automobiles), created the interior. Ownership is widely attributed to multi-media mogul Barry Diller.



27 TATOOSH

LENGTH: 303' (92.4m) **SHIPYARD:** HDW Nobiskrug, 2000, Germany

Paul Allen purchased *Tatoosh*, designed by Kusch Yacht in 2001, for a reported $100 million before ordering *Octopus* from the Lürssen shipyard. The layout of the five-deck ship, with an interior by Terence Disdale, includes a top-deck master suite and salon, a French limestone fireplace, main-deck staterooms and a six-foot-deep swimming pool. The yacht has facilities to transport two helicopters, a custom 40' Hinckley powerboat and a Hinckley sailboat. Twin 3,360-hp Deutz MWM engines power the yacht, which spent time in dry dock in the South of France this winter. The yacht is now for sale through Fraser Yachts for about $158 million.

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MAYAN QUEEN IV (Ex Safari)

LENGTH: 301' (92m)
SHIPYARD: Blohm + Voss, 2008, Germany

Tim Heywood and Terence Disdale collaborated once more on this yacht, launched in 2008 for 77-year-old mining billionaire Alberto Bailleres. Bailleres, one of Mexico's richest entrepreneurs (some rank him second behind Carlos Slim) has diversified investments in insurance, retail and commercial real estate, and figures on Forbes' 2010 list of billionaires. His yacht appeared throughout the Caribbean in 2009 before crossing over to the Med where onlookers did not fail to remark on its awesome underwater lights and bottom-hinged side tender doors.

29



NAHLIN (Ex Luceafarul – Ex Libertatea)

LENGTH: 300' (91.44m) **SHIPYARD:** John Brown & Co., 1930, Scotland

Widowed heiress Lady Yule wanted to see the world and commissioned the storied yacht in 1929. In 1936, King Edward VII chartered the yacht and brought an American guest, his long-time love interest Mrs. Wallis Simpson (he abdicated the throne so they could marry). The yacht's next owner had a similar fate: Romania's King Carol II also abdicated, a year after acquiring it. Discovered in 1988 as a neglected floating restaurant on the banks of the Danube, *Nahlin* was was brought home in 1999. G.L. Watson & Company, the yacht's original design firm, was hired as restoration consultant on behalf of an unnamed well-heeled British entrepreneur. *Nahlin* spent time at the Nobiskrug and Blohm + Voss shipyards. Sea trials took place in December 2009 after a three-year refit that included replacing the original steam engines. Since then, the yacht has been nearly as discreet as the presumed British owner.

NERO

LENGTH: 295'6" (90.10m) with bowsprit **BUILDER:** Corsair Yachts
SHIPYARD: Yantai Raffles, 2008, China

Our July 2009 cover yacht with its black (nero) hull, yellow stacks and jutting bowsprit is hard to miss. The aim of *Nero*'s designer and Corsair Yachts Principal Neil Taylor was to achieve a delicate balance of modern and classic design in a stunning envelope. If it makes references to the 1920s, *Nero* is not as a literal interpretation of any one historic vessel. The yacht, available for charter, features an owner's deck and its guests cabins include two palatial lower-deck king suites with sitting rooms. Twin 2,333-hp 9M20 Caterpillar engines deliver a 17-knot maximum speed and a 12.5-knot cruising speed. The yacht's three custom tenders include a 31' vintage-style cabin cruiser. *Nero* is currently in search of a new owner with Burgess as the listing broker.

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DUBAWI

LENGTH: 297'3" (90.60m)
SHIPYARD: Cantieri Navale Ferrari

CONVERSION: Platinum Yachts, 2009, Dubai

Platinum Yachts of Dubai converted a small passenger ship into a private yacht, named *Dubawi* (also the name of a stallion, the offspring of the famous Dubai Millenium). The grand-scale undertaking was second only to Platinum Yachts' largest project—*Dubai* (No. 1 on this list). Outfitted with a gigantic master suite on the owner's deck, the yacht also features eight VIP suites, 12 guest cabins and berths for 71 crewmembers. The dining salon accommodates up to 60 guests. *Dubawi* has a top speed of 15 knots and a range of 5,400 nm. The Crown Prince of Dubai, Sheikh Hamdan bin Mohammed Al Maktoum, who breeds and rides horses, reportedly uses the yacht.

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ICE (Ex Air)

LENGTH: 295'3" (90m) **SHIPYARD:** Lürssen, 2005, Germany

Ice incorporates energy-efficient diesel-electric power, sophisticated noise- and vibration-reduction technology and exhaust emission control systems. Designers Tim Heywood (exterior) and Terence Disdale (interior) collaborated on the first Lürssen yacht to be fitted with Azipod propellers. Eight 842kW Deutz 16-cylinder generators supply electric power to the propellers and the waterjet thrusters. Other special features include a Eurocopter EC135, conveniently carried aft on the fourth deck level, and a swimming pool that cascades over the main salon window. In 2010, Forbes ranks the yacht's owner, 44-year-old Suleiman Kerimov, as Russia's 19th richest man.

33

ATHENA

LENGTH: 295'3" (90m) including bowsprit **SHIPYARD:** Royal Huisman, 2004, Holland

Four years of work and the combined talents of designer Pieter Beeldsnijder (who did the exterior styling and interior design, with a décor by Rebecca Bradley), naval architects Gerard Dijkstra & Partners and the 125-year-old Royal Huisman shipyard, as well as hardware and sailing rig by Royal Huisman's subsidiary Rondal went into creating this sophisticated yet classic three-mast schooner bearing the name of the Goddess of Wisdom. Netscape co-founder Jim Clark, who until recently owned the Royal Huisman-built *Hyperion*, commissioned the yacht. The masts soaring to 200', together support 27,000 square feet of working sails. Clark, an avid sailor, was executive producer of the 2009 Academy Award-winning documentary "The Cove", which denounces dolphin massacre near a small Japanese fishing village. He recently took delivery of the new Royal Huisman-built J-Class yacht *Hanuman*.



34



ASEAN LADY

LENGTH: 289'2" (88.15m)
SHIPYARD: Yantai Raffles, 2004, China

South Africa-born Brian Chang, one of Singapore's 40 wealthiest entrepreneurs, founded the Yantai Raffles shipyard in 1994 and retains a stake after selling nearly 30 percent to China International Marine Containers in 2008. *Asean Lady*, the world's only yacht based on a proa design (with a small outrigger hull), is co-owned by the Chang family and self-made Malaysia-based billionaire Vincent Tan, who uses it mostly for business according to a *Forbes* article. *Asean Lady*'s reduced wetted surface allows the yacht to have a single 2,000-hp Caterpillar engine coupled to a Rolls-Royce Aquamaster azimuth drive with twin rotating propellers. The *Asean Lady* project built at Yantai Raffles and decorated by Mrs. Chang helped test various aspects of building superyachts in China.

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MALTESE FALCON

LENGTH: 289'1" (88.1m) **SHIPYARD:** Perini Navi, 2006, Turkey

This ultra-modern three-mast schooner with a steel hull, rotating carbon masts and an innovative DynaRig sail design, unmistakable for any other yacht, recently changed hands. Commissioning owner Tom Perkins worked closely with Perini Navi, Dijkstra & Partners and interior designer Ken Freivokh, and wrote extensively about the experience before deciding to sell the yacht many consider his "brainchild". In August 2009, brokerage house Burgess reported *The Maltese Falcon* sold for an undisclosed amount to an owner who appreciated the yacht's green credentials. In spite of discretion surrounding the new owner, the British press soon identified her as Elena Ambrosiadou. Founder of IKOS Asset Management, Ambrosiadou is one of the world's most influential hedge fund managers. A Greek native now residing part of the year in the U.K., Ambrosiadou has retained the yacht's experienced captain and crew and plans to keep the *Maltese Falcon* available for charters.

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ARCTIC P

LENGTH: 287'5" (87.57m)
SHIPYARD: F. Schichau Unterweser, 1969, Germany
REFIT: Manoel Island Dockyard, 1995, Malta

Claus Kusch reinvented this former icebreaker tug as *Arctic P*, a luxury expedition yacht as able to handle the Polar regions' ice floes as the warm water of the South Pacific. The ice-class vessel, which Australian media and gaming billionaire James Packer inherited from his father, Kerry Packer, in 2005, spent many months in French Polynesia. It turned up at the beginning of the year in New Zealand where, apparently, it is to undergo a comprehensive new refit. The original interiors, designed by C. Kidston and A. Sassoon, include a master suite plus accommodations for 12 guests, as well as an observation tower, cinema and screening room, Jacuzzi, swimming pool and plenty of water toys.

KINGDOM 5KR (Ex Trump Princess – Nabila)

LENGTH: 282'3" (86m) **SHIPYARD:** Benetti, 1980, Italy

Adnan Khashoggi was this Jon Bannenberg-designed yacht's original owner. Real estate developer Donald Trump renamed it *Trump Princess*. Since 1991, the yacht as been known as *Kingdom 5KR*, a name it acquired from its current owner, 55-year-old Prince Al-Waleed bin Talal bin Abdul Aziz Al Saud. The dashing and media-savvy Prince Al Waleed, the largest individual stakeholder in Citigroup, has a very public side. A generous supporter of international charities, this accomplished skier also appreciates life's finer things. Among his many assets is an Airbus 380, and he showed on a French television program three years ago sketches of a modern 561' yacht destined to become the new *Kingdom 5KR*. No recent news has emerged of the bigger yacht, rumored to be under construction at a well-known German superyacht shipyard.

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ECSTASEA

LENGTH: 282' (85.95m) **SHIPYARD:** Feadship, 2004, Holland

De Voogt Naval Architects and Terence Disdale designed *Ecstasea*, which was built under a strict confidentiality agreement at the Royal Van Lent shipyard. Before too long, however, an owner's name emerged, and Roman Abramovich became known as the owner of this speedy vessel. But as he is taking delivery of a couple of new yachts, evidently he took the opportunity to sell *Ecstasea* to a new owner believed to be American. Merle Wood handled the transaction. Equipped with a gas turbine and MTU 3,100-hp MTU engines, the recently refit yacht is said to have a top speed flirting with 30 knots, or more

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VIBRANT CURIOSITY (Y-704)

LENGTH: 278'9" (85m) **SHIPYARD:** Oceanco, 2009, Holland

Despite its enticing name, this yacht is leaving many enthusiasts hungry for more. The *Forbes*-ranked German industrialist who owns the yacht has not satisfied anyone's curiosity, preferring to enjoy this spectacular Nuvolari-Lenard design in channels less traveled. A few alert photographers have been able to capture images of the yacht during its travels from Norway to Gilbraltar, but only from afar. Oceanco ushered in a new era with the launch of *Amevi*, followed by *Alfa Nero* and *Anastasia*, *Vibrant Curiosity*'s predecessors. Azure Naval Architects designed the steel hull, which has twin 4,680-hp MTU engines, a cruising speed of 18.5 knots and a range of 5,000 nm. The yacht accommodates up to 14 guests.

SUNRAYS (Y-705)

LENGTH: 280'6" (85.5m) **SHIPYARD:** Oceanco, 2010, Holland

This is the newest addition to the Oceanco yacht family. Like its predecessor, *Vibrant Curiosity*, the yacht is based on the tried-and-true Oceanco platform and features naval architecture by Azure. Bjorn Johansson Design gave the yacht its appealing styling enhanced by a bold hull color, which is sure to let the yacht stand out in a crowd. The interior is by Terence Disdale. Flexibility and privacy were two driving forces in the choice of the arrangements. The owners have a great suite and a private deck with Jacuzzi. The dining room doubles as a game room. Balconies open out for primo views of the ocean. But for the most part, although guests can see out, they are shielded from the outside world. Powerful twin MTU engines give the steel-hulled displacement yacht with flared bow a top speed of 20 knots.

[NEW]

40



SARAFSA

LENGTH: 269' (82m) **SHIPYARD:** Devonport, 2008, England

An all-British team built *Sarafsa* at the Devonport Royal Dockyard. Since then, the shipyard has changed ownership. After a few months of uncertainty, Pendennis acquired Devonport Yachts, allowing the shipyard to continue building bespoke yachts with one-of-a-kind features. On the Andrew Winch-designed *Sarafsa* one such feature is a "winter garden" dining area. On the sun deck, an inside/outside spa complex features a retractable roof with an external bar positioned forward of one of two helicopter landing areas. Twin MTU 2,000kW engines power *Sarafsa*, which has a 6,000-nm range at a cruising speed of 13 knots. The discreet yacht is part of the Saudi Royal family fleet, and more specifically is said to be used by Prince Fahd bin Sultan bin Abdulaziz Al Saud.



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ALFA NERO

LENGTH: 269' (82m) **SHIPYARD:** Oceanco, 2007, Holland

This Nuvolari-Lenard-designed yacht is a ground-breaking head turner with its black hull stretching from bulbous bow to sprawling aft deck. There you find the infinity pool, which conveniently doubles as a helipad. Once onboard, the wow factor becomes the environment, pouring in from all windows. The supremely elegant interior by Designer Alberto Pinto can handle the competition, and guests certainly won't mind retreating inside and lowering the shades. Oceanco's former Chairman Theodore Angelopoulos, who made his fortune in shipping, is interested in advancing the causes of science and education and is a generous supporter of the International SeaKeepers Society. Oceanco, in fact, was the Society's first yacht partner. While nothing on an Oceanco is standard, the SeaKeeper 1000 unit is a standard feature on all Oceanco vessels. The award-winning *Alfa Nero* is now on the market. Merle Wood and Edmiston share the listing.



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BASRAH BREEZE (Ex Ocean Breeze – Al Yamamah – Qadissiyat Saddam)

LENGTH: 269' (82m) **SHIPYARD:** Helsingør, 1981, Denmark

The current fate of this yacht, originally built for Saddam Hussein, is not known. It was rumored to be destined to become a cruise ship. After resolving an ownership dispute in French courts, the Iraqi government successfully staked a claim to the yacht, docked for months on the French Riviera, and attempted to sell it. Having failed to attract a buyer, the Iraqi government towed the yacht back to Iraq. *Le Figaro* described an opulent interior suitable for 28 guests and 35 crewmembers and other less common features, such as bulletproof windows, machine gun storage, a missile-launching system and a secret passage to an escape mini-submarine.



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GOLDEN ODYSSEY

LENGTH: 262'10" (80.15m)
SHIPYARD: Blohm + Voss, 1990, Germany

Blohm + Voss has built several of the Middle East's iconic vessels, including the *Golden Odyssey*. The explorer-style yacht often navigates with the Marco Yachts-built support yacht *Golden Shadow*, the 98' sport fisherman *Golden Osprey*, and the *Golden Eye* Cessna 280 seaplane equipped with Wipaire floats. The fleet, occasionally available for charter through Edmiston, belongs to Saudi Prince Khaled bin Sultan bin Abdulaziz. A keen diver and amateur oceanographer, this 2000 SeaKeepers Award recipient founded the Khaled bin Sultan Living Oceans Foundation. The Prince makes the *Golden Odyssey* available for research expeditions, the most recent of which was to the Red Sea and the Farasan Banks, home to reefs and colorful marine life.

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NORGE (Ex Philante)

LENGTH: 262'6" (80m) **SHIPYARD:** Camper & Nicholsons, 1937, England

Norge is one of only two remaining royal yachts in Europe. A nationwide campaign helped raise the funds necessary to acquire the 1937 yacht, which served as an escort vessel during WWII. Norway's King Haakon VII took delivery of the refitted yacht in June 1948. In 1985, a fire that started during routine maintenance spared only the yacht's hull and engine room. Norway's then-Monarch King Olav had the yacht rebuilt. In 2002 a division of Norwegian technology conglomerate Kongsberg upgraded the navigation system and installed an integrated bridge system and a removable outdoor console. According to a company press release, *Norge* has a gross tonnage of 1,628 and a maximum cruising speed of 16 knots. The complement of officers and crew is 54. A1947 decree assigned the Norwegian Royal Navy to maintain *Norge* for the country's royal family.



CONSTELLATION

LENGTH: 262'6" (80m) **SHIPYARD:** Oceanco, 1999, Holland

The Emirate of Qatar is home to a growing yacht fleet that includes the recently delivered *Al Mirqab*, a shadow vessel, and two sisterships built by Oceanco and designed by the A Group. Jean-Pierre Fantini collaborated with the A Group on the yacht's minimalist interior for the Emir of Qatar, Sheik Hamad bin Khalifa Al Thani. Twin 20-cylinder 10,000-hp MTU engines and large fuel capacity enable a 5,000-nm range at 20 knots and a 23.5-knot top speed. *Constellation* is said to be ultra-quiet (with a reported 46 dB in the owner's salon at full speed). The yacht and sistership *Stargate* are the result of 20,000 hours of engineering time and more than 450,000 hours of labor.



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STARGATE

LENGTH: 262'6" (80m) **SHIPYARD:** Oceanco, 2001, Holland

Stargate is identical in size to *Constellation*, with an interior layout and design by the A Group in collaboration with Camillo Costantini. The interior is a well-guarded secret but is, according to the builder, truly spectacular. Oceanco built *Stargate* for the Emir of Qatar's younger brother and former prime minister, Sheikh Abdullah bin Khalifa Al-Thani. The yacht is permanently docked at Club de Mark in Palma de Mallorca.

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AMEVI

LENGTH: 262'6" (80m) **SHIPYARD:** Oceanco, 2006, Holland

Amevi owes its sleek silhouette to Nuvolari-Lenard, and interior to Alberto Pinto. Occasionally available for charter, the yacht has six decks affording 12 guests enormous space for entertainment and relaxation. A glass lobby on the main deck is a comfortable area for guests to wait before boarding tenders, PWCs or other water toys. The yacht is equipped with Rolls Royce zero-speed retractable stabilizers. Powered by twin MTU 16V 595 TE70 engines of 3,600 kW each, it reaches a top speed of 19 knots and has a range of 5,500 nm. The yacht's owner is purported to be London-based Indian industrialist Lakshmi Mittal, president and CEO of Arcelor Mittal, the world's largest steel company.

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TALITHA G (Ex Reveler – Chalena – Carola – USS Beaumont – Elpetal – Jezebel)

Length: 262'6" (80m) Shipyard: Krupp, 1930, Germany

Reveler's first intended owner was Packard Automobiles Chairman Russell Alger, but he died before the 247' yacht was completed. Cox & Stevens designed the yacht and *Reveler*'s original plans are part of the designers' ship plan collection at the Mystic Seaport Museum. During WWII, the yacht served as the *USS Beaumont*. A major refit at Bath Iron Works gave it back its luster. Several owners followed. Australian film producer Robert Stigwood gets credit for restoring much of the yacht's original elegance. But it would take yet another owner, the late J. Paul Getty, and at least one more major transformation, for *Talitha G* to look much as it does today. In 1993, Jon Bannenberg oversaw the yacht's interior redesign at Devonport Yachts. It also received new twin 1,400-hp Caterpillar engines. The classic yacht, available for charter, remains in the Getty family.

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AL DIRIYAH (Ex Massarah – Serendipity – Ultima II – Danginn)

Length: 257'10" (78.60m) Shipyard: National Bulk Carriers, 1960, Japan

National Bulk Carriers' owner in 1960 was the late billionaire Daniel McClusty. *Danginn* likely was the smallest vessel built at the Japanese yard, which was leased for the construction of large tankers. The vessel has changed ownership frequently and has had at least five names. Current ownership is attributed to a multinational investor named Hussein Nauman Soufraki, and the now classic yacht cruises mostly in the Med. The yacht's previous owners included Sheikh Ahmed Zaki Yamani, the current owner of *Lady Sarya*. *Al Diriyah* has a 5,500-mile range and a cruising speed of 14.5 knots thanks to twin 1,800-hp 10-cylinder Fairbanks Morse engines.

PRINCESS MARIANA

Length: 257'9" (78.59m)
Shipyard: Royal Denship, 2003, Denmark

Espen Øino designed this stylish steel-and-composite displacement yacht and François Zuretti created the interior. It features six decks; a beach club that serves as a tender garage, which can be flooded to become a swimming pool, a helipad that is also a driving range, a disco and a 13-seat cinema. Twin MWM Deutz engines provide an 18-knot top speed but the yacht also has a 7,000-nm range. The yacht's owner, Mexican business owner Carlos Peralta Quintero, named *Princess Mariana* after his reputedly stunning wife. But the yacht has been for sale for a while now. Merle Wood and CNI share the listing. The yacht's former tender, the stunning 43+-knot 115' *Moon Goddess*, built by Danish Yachts, also has been for sale for the past few months.

DELPHINE (Ex Dauntless)

Length: 257'8" (78.5m) Shipyard: Great Lakes Engineering, 1921, USA

Automobile pioneer Horace Dodge died before *Delphine* was finished, but his widow Anna took delivery of the yacht, named after their daughter, and kept it (with a few years hiatus during WWII when the vessel served Admiral King) until 1967. Thirty years later Belgian blue jeans magnate Jacques Bruynooghe found *Delphine* rusting in Marseille. He had the vessel towed to Belgium, and his daughter Ineke undertook the immaculate restoration project. The successful $55-million (or so) and meticulously documented restoration was not without trouble (a lawsuit ever marred the experience), but in the end *Delphine* and her steaming smoke stack became a frequent and welcome sight in Monaco and the Riviera. The yacht occasionally charters (accommodating up to 26 for overnight stays and many more for day events). This labor of love has been for sale through Edmiston since late 2008.

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DANNEBROG

LENGTH: 257'3" (78.43m), including bowsprit
SHIPYARD: Royal Dockyard, 1931, Denmark

The Danish royal yacht was born the same year as *Savarona*, in 1931. It is, with *Norge*, one of two royal yachts remaining in Europe. The vessel served as a hospital during WWII, but now is reserved for spring and summer cruising. The yacht accommodates a large crew (including nine officers) in the forward area. The Royal apartments contain furniture and fittings from the former *Dannebrog*, an 1879 paddle steamer. Twin 870-hp Alpha Diesel engines, installed during a 1981 refit, allow the hull, built in riveted steel, to reach a 3,600-nm range at 13.5 knots. *Dannebrog* sailed more than 300,000 miles as a royal yacht, now at the service of Queen Margrethe II.

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EMINENCE

LENGTH: 257'3" (78.43m)
SHIPYARD: Abeking + Rasmussen, 2008, Germany

Connecticut car dealer Herb Chambers reportedly first ordered the yacht, formerly known as *Excellence IV* but sold to a new owner within the last few months of construction. Current ownership is not a matter of public record. Exterior and interior design is by Reymond Langton Design and naval architecture by A+R's engineering team. The tender launching system is also an A+R signature. The yacht is designed for transoceanic cruising. Equipped with twin 1,492kW Caterpillar engines, it reaches a cruising speed of 14 knots with a range of 6,000 nm.

C²

LENGTH: 257'4" (78.45m) **SHIPYARD:** Abeking + Rasmussen, 2008, Germany

This dark-hulled yacht, project 6479, is *Eminence*'s sistership. *Vanity Fair* in its 2009 New Establishment List (their Top 100) identified the owner as a Forbes-ranked Wharton Business School graduate whose diversified investments have fared well this year and who recently acquired a couple of restaurants. He previously cruised on a 188' yacht. Despite these oc casional media leaks, the yacht's American owner has remained fiercely private and very little is known about the stunning five-deck yacht, which was seen on the Riviera last year.

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MADSUMMER (Ex Project Bermuda)

LENGTH: 257'3" (78.4m) **SHIPYARD:** Lürssen. 2008, Germany

Espen Øino, who has collaborated with Lürssen on many builds, has given *Madsummer* exceptional interior volume inside a discreet envelope with a subtle blue hull and white superstructure. In addition to four main-deck guest suites, the yacht has an owners' deck with a panoramic master bedroom. Alberto Pinto created the interior décor as an elegant summer home. Many entertainment areas include a spacious sundeck with swim-up bar and beach area with sauna. The yacht has a 17-knot top speed and advanced sound and vibration features guaranteeing a quiet ride. The yacht is available for charter in the Caribbean and Mediterranean, and *Madsummer* is for sale through Moran Yacht & Ship. The commissioning owner is American and is in real estate and hospitality, sectors that have been particularly hard hit in recent months.

TUEQ

LENGTH: 254'6" (77.6m) **SHIPYARD:** Van der Giessen, 2002, Holland

Tueq moved up in ranking after a 23' extension, including the addition of a new swim platform. Commercial vessel builder Van der Giessen de Noord built the yacht in Holland, which probably helped *Tueq* escape scrutiny when the shipyard first launched it. *Tueq* reportedly is the private yacht of Saudi Prince Salman bin Abdulaziz, governor of the Riyadh province. De Voogt designed the yacht, and SETE Yacht (now PrivatSea) managed the project's various subcontractors. Twin Wärtsilä diesel engines propel the yacht with very little noise and vibration, and three MAN generators provide enough power to run a small town; a good thing since the yacht reportedly can accommodate 26 guests and 28 crewmembers.



MONTKAJ

LENGTH: 255'10" (78m)
SHIPYARD: Amels, 1995, Holland

Saudi Prince Mohammed bin Fahd bin Abdulaziz, son of the late King Fahd, owns the secretive *Montkaj*. According to the shipyard the superstructure incorporates clamshell doors for tender stowage. State-of-the-art electronics include fingertip-maneuvering controls at the helm and impressive entertainment capabilities. The Terence Disdale-designed interior centers on a spectacular staircase, but all this remains largely a matter of speculation, as the prince has never allowed pictures of the interior to be published. Twin 12-cylinder, 2,525-hp Caterpillar engines power the yacht. At night *Montkaj*, lit from masthead to below the waterline, offers a quite a light show.



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59 LONE RANGER (Ex Simson S)

LENGTH: 255' (77.7m) **SHIPYARD:** Schichau-Unterwesser AG, 1973, Germany **CONVERSION:** Manoel Island Dockyard, 1995, Malta

From 1973 through 1993, *Simson S* plied the challenging waters of the North Atlantic as one of the world's largest ocean going icebreaker tugs. In 1994, the vessel underwent a conversion from workboat to private luxury expedition yacht. Claus Kusch carried out the transformation from tug to riches for yacht enthusiast Jack Setton. Another substantial refit in Miami in 1997 readied the yacht, renamed *Lone Ranger*, after the "The Lone Ranger" TV series, by its new American owner, for circumnavigation. *Lone Ranger* may now be exploring oceans for a non-profit organization.

60 PAG-ASA (Ex Ang Pangulo – Lapu Lapu)

LENGTH: 253'9" (77.35m)
SHIPYARD: Ishikawajima-Harima, 1959, Japan

Since Philippines President Gloria Mascapagall Arroyo rechristened her country's presidential yacht earlier last year, the yacht is known as *Pag-Asa* (or Hope), one of many names it's had during its long and colorful history. Japan gave 15 vessels to the Philippines as compensation for destruction during World War II; one of them was destined to become the presidential yacht. Filipino naval engineers designed the hull, which was built in Japan and commissioned in 1959 as *Lapu Lapu*. The vessel hosted Douglas MacArthur when he returned to the Philippines in 1961. During President Ferdinand Marcos' tenure, the yacht, known as *Ang Pangulo*, hosted a few lavish parties. And President Estrada raised eyebrows when he ordered an extensive refit that lasted two years in the late 1990s.



61 SAMAR (Ex Lana)

LENGTH: 252'8" (77m) **SHIPYARD:** Devonport, 2005, England

Samar made a much-noted visit to the 2009 Antigua Yacht Charter Show and for good reasons: This five-deck yacht is a showstopper. Visitors step from the aft deck into the interior of a grand castle. Amazing ceiling height (10' or so) in the main salon, ornate ceilings throughout, enormous rooms with oversized antique carpets and furniture, an art collection worthy of a museum, a private palatial owner's suite with sweeping view, a grand staircase with ornate banister and an authentic Hammam with intricate mosaic work are all part of the experience. This may not be everyone's idea of a yacht, but the art and the quality cannot fail to impress. The luxury feels authentic and the art collector who assembled this priceless collection has impeccable taste. Plus while a respectable size, this yacht feels much larger still, and you will never run out of room. The dining room for up to 24 can easily accommodate grand occasions, and it has done so. More mosaic work is found at the bottom of the large pool with water jets on the private sundeck; next to it is a smaller plunge pool ideal to instantly cool off after prolonged exposure to the sun. *Samar*, designed by Laurent Giles (naval architecture) and Joe Thorne (interior), also has a 36' Chris Craft, plus additional tenders and PWCs. A helipad houses a Bell 407 and refueling facilities. The yacht's diesel-electric propulsion system consists of three Wärtsilä 1,53 kW diesel generators and two 2,414-hp drive motors with twin fixed pitch and five-bladed propellers. While these things are never openly discussed on the docks of the charter show, ownership of this spectacular yacht has been attributed to a Kuwaiti businessman.



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LADY SARYA (EX LA BELLE SIMONE - SARAH)

LENGTH: 250'6" (76.37m) **SHIPYARD:** Cantiere Navale Apuania, 1972, Italy

Rinaldo Gastaldi was the naval architect who designed this very distinctive yacht in 1972 for American construction magnate William Levitt, of Levittown fame. Two stacks linked by a wing make the yacht very easy to identify, yet it is not often seen cruising, even after leaving winter headquarters in Greece. A refit by Van der Giessen in 1974 lengthened the original hull by 36'. Twin 2,237kW MTU diesel engines give the yacht a 21-knot top speed. *Lady Sarya*'s current owner is believed to be Sheikh Ahmed Zaki Yamani, former Saudi oil minister and head of OPEC.



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OCEAN VICTORY

LENGTH: 248'6" (75.75m) **SHIPYARD:** Feadship (De Vries), 2008, Holland

The Makkum yard of Koninklijke De Vries Scheepsbouw built this classic Feadship, now one of the largest yachts to be launched by the Dutch company. Among the great onboard amenities are a heated contra-flow swimming pool, a 12-seat cinema, a beach platform and an LED lighting system that lights the decks in a rainbow of colors. Alberto Pinto and Laura Sessa created the yacht's interior décor. The owner, who is said to be Russian; his previous vessel, a 156' yacht built by ISA was renamed *Ocean Victory* II and is available for sale via CNI.

MIRABELLA V

LENGTH: 246'8" (75.2m)
SHIPYARD: VT Shipbuilding, 2004, England

This supremely elegant sailing yacht, designed by Ron Holland, is the largest single-masted yacht and the largest sailing yacht built in composite. The nearly 300' carbon fiber mast (291' to be exact) helps support a 36,000-sq.-ft. sail area, weighting about 3.5 tons, made by Doyle Sailmakers. The foredeck's tender storage recesses double as a plunge pool and Jacuzzi. A spacious formal dining room accommodate up to 20. A private main-deck owner's suite and six ensuite guest cabins, a sauna, a gym, a garage for toys, including Lasers and Jet Skis, and a crew of 14 makes this yacht ideally suited for charter. That's the way American owners Luciana and Joseph Vittoria (former CEO of Hertz and Avis) wanted it. These experienced sailing yacht owners were actively involved in the build and décor of this vessel, a dream that took at least seven years to come true.

© DANA JINKINS



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66 [NEW]



© KLAUS JORDAN

NORTHERN STAR

LENGTH: 246' (75m) **SHIPYARD:** Lürssen, 2010, Germany

Our cover yacht is one of the newest entries in the select group of the world's largest 100 yachts. Please see our feature story for full details of this new yacht with extraordinary long-range abilities, photographed by Klaus Jordan in the Caribbean this winter and reviewed by Jill Bobrow.

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ANASTASIA (Ex Project Y-703)

LENGTH: 247' (75.3m)
SHIPYARD: Oceanco, 2008, Holland

Sam Sorgiovanni designed the stunning *Anastasia* for an active Russian family. This yacht is an instant classic with beautiful details that also help conceal its recreational spaces from curious onlookers. A large garage accommodates water toys, including two custom 31' Vikal Sport tenders, a limo tender and four WaveRunners, all housed in the impeccably finished garage. The yacht's swim platform incorporates a drop-down section for easy water access, and the sundeck has a touch-and-go helipad. The owner's suite is a modern, private two-level retreat. The main salon doubles as a disco with a colorful aquarium as a centerpiece, and a state-of-the-art cinema is the ideal retreat. *Anastasia* is available for occasional charters. Forbes-ranked billionaire Vladimir Potanin is thought to own the vessel. He has important stakes in Russia's largest mining company and diversified media investments.

LEANDER G

LENGTH: 246' (75m) **SHIPYARD:** Peene-Werft, 1993, Germany

From the Baltic to The Bahamas, *Leander* enjoys a great reputation as a charter yacht (the yacht's actual range is about 8,000 nm.) *Leander* has a crew of 24, a formal dining room that seats 20 and all the latest in communications technology. The yacht carries no fewer than six tenders plus toys and has an aft deck helipad to accommodate charter helicopters. Twin 12-cylinder Deutz engines power *Leander* to a cruising speed of 15 knots. Commodore Sir Donald Gosling, who served in the Royal Navy and is an active philanthropist, is said to own the yacht. He had significant entrepreneurial success with National Car Parks, a private car-park venture he co-founded in 1948 and sold to U.S.-based Cendant in 1998.

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ILONA

LENGTH: 241'8" (73.7m) **SHIPYARD:** Amels, 2004, Holland

Ilona is a well-traveled yacht, extensively photographed from Europe to the Far East, which is not surprising as the yacht belongs to an experienced yachtsman. Amels worked closely with project manager Captain Elworth and designers Redman Whiteley Dixon to add custom features such as a helipad that converts to a hangar during navigation and on-board helicopter refueling facilities. Twin 2,500-hp Caterpillar engines give the yacht a 16-knot cruise speed. Australian owner Frank Lowy made his fortune by building shopping malls. As chairman of Football Federation Australia, he is actively supporting Australia's bid to host the World Cup in 2018.





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ENIGMA
(Ex Katana – Eco)

LENGTH: 245'5" (74.5m)
SHIPYARD: Blohm + Voss, 1991, Germany

Eco was designed and built in 1991 for Mexican media magnate Emilio Azcarraga, as the fastest yacht of its size. Larry Ellison renamed it *Katana* when he bought it. The yacht's designer, Martin Francis, oversaw a refit that modified the aft deck to house a half basketball court and lowered the main deck to create an expanded outdoor dining area, gym and swim platform. Twin Deutz MWM engines and a GE gas turbine power the yacht to a more than 30 knots. The yacht's range is 4,000 nm at 18 knots. It inspired a new concept B+V introduced a few months ago— an 110m yacht with a top speed in excess of 40 knots. *Enigma*'s present owner is media shy Aidan Barclay, Sir David Barclay's son.

SIREN

LENGTH: 241' (73.45m) **SHIPBUILDER:** Nobiskrug, 2008, Germany

Hamburg-based design studio NEWCRUISE created the yacht's elegant modern interior and exterior styling to comply with project manager Krystal Waters' goals to build state-of-the-art, uncluttered yachts emphasizing space and light. Built with transoceanic capability, *Siren* reaches a maximum speed of 17.5 knots thanks to twin MTU 16V 4000 M60 engines producing 4,520 bhp. The elegant yacht features a circular touch-and-go helipad located on the stern, modern staterooms for 12 guests, a beach club and side doors to launch water toys. *Siren* is available for charter and listed for sale with Burgess.



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RABDAN (Ex Silver)

LENGTH: 241' (73.45m) **SHIPYARD:** Hanseatic Marine, 2007, Australia

Espen Øino designed this slender and swift semi-displacement yacht, which claimed the title as the world's longest aluminum motoryacht until the arrival of sistership *Silver Zwei*. The vessel has an aircraft-style interior and displaces just 540 tons, which means that—powered by twin MTU 4000 16V diesels—*Silver* can cross the Atlantic at a swift 18+ knots. The shallow draft allows access to ports of call off limits to other vessels in its class. Lightweight, minimal and modern interiors go hand-in-hand with fuel-efficient systems and an overall contemporary design. *Silver* was sold a few months and became the centerpiece of Abu Dhabi's brand new and stunning Yas Marina as the Royal Yacht *Rabdan*.



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SILVER ZWEI

LENGTH: 241' (73.45m) **SHIPYARD:** Hanseatic Marine, 2009, Australia

The appearance of this second slender and contemporary aluminum yacht in Abu Dhabi created a bit of confusion. *Silver Zwei* soon revealed itself to be hull two of Hanseatic Marine's innovative vessels. Shipyard founder and owner Guido Krass, a German industrialist interested in environmental issues, set out to build the most efficient, fast and good-looking vessel to comply with SOLAS standards. He enlisted the help of friend and über yacht designer Espen Øino, and opened an office in Perth, Australia to build his innovative line of efficient superyachts. The new *Silver* has cabins for 22 and a touch-and-go helicopter pad on the foredeck.

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LAUREL

LENGTH: 240' (73.15m) **SHIPYARD:** Delta, 2006, USA

Laurel is the largest yacht launched at Delta Marine to date. The American shipyard's naval architecture and engineering team worked with Donald Starkey on the styling of the steel-hulled vessel with a superstructure primarily built of carbon fiber. The advanced material helped reduce weight and maximize fuel efficiency, an important consideration for the owners. Other "green" systems include grey water treatment and trash management systems, which contributed to a yacht that conforms to Lloyds Yacht (P) Register, MCA, IMÒ and ISPS and meets requirements of the International Convention for the Prevention of Pollution from Ships (MARPOL). The yacht belongs to North American owners who prefer to remain private.



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GIANT I

LENGTH: 239'5" (73m)
SHIPYARD: IHC Vershure, 1973, Holland

Giant, originally built as a fully classified Class One icebreaker for the former Soviet Union, has the ability to cruise to the most challenging destinations in the world. A complete transformation turned the vessel into a private yacht with a red hull, making it recognizable anywhere. For years, the voluminous *Giant*, able to accommodate 24 guests, a garage suitable for two automobiles, a twin-turbine helicopter, two 40' fishing boats and various other tenders and toys, was a favorite on the charter circuit. Of late *Giant* has been removed from the charter market to undergo another refit for its reportedly new Russian owner who intends to use the yacht privately.



PREDATOR

LENGTH: 238'11" (72.8m) **SHIPYARD:** Feadship, 2008, Holland

Predator's radical reverse bow, engineered by De Voogt Naval Architects to slice through waves, represents a radical departure from the traditional Feadship look. A very fine entry, weight-saving design, 12'-deep draft, longitudinal framed steel hull and four MTU diesels with a combined power of 23,000 hp, coupled to custom-built gearboxes and propellers, allow *Predator* to reach 28+ knots. Bannenberg & Rowell's interior features an exceptionally spacious owner's suite and only two guest suites. Feadship describes the largest engine room it has designed to date as a "temple of technology". This innovative vessel's owner is said to be copper magnate Iskander Makhmudov.



CORAL ISLAND

LENGTH: 238' (72.5m) **SHIPYARD:** Lürssen, 1994, Germany

Coral Island stands out as another Jon Bannenberg design. Notable exterior features include a spectacular central stairway linking all aft decks, an expandable swim platform, a sundeck that serves as a private beach, and an outdoor salon on every level. Interior photos have never been seen, but the yacht is said to accommodate 12 guests and 22 crewmembers. Twin 16-cylinder 1,877-hp Caterpillar engines allow it to reach a 17+-knot top speed. Ownership is attributed to a Saudi whose name, curiously, is only referenced in connection to the ownership of this yacht and *Pelorus* (No.13), adding to the aura of mystery surrounding this very private vessel.



QUEEN K
(Ex Queen M)

LENGTH: 238'2" (72.6m)
SHIPYARD: Lürssen, 2004, Germany

Espen Øino and Donald Starkey designed the yacht previously known as *Queen M*. When it changed hands a few years ago, the new owner had his vessel altered to suit his lifestyle, ordering a complete interior makeover by Eidsgaard Design. The addition of a glass-enclosed room aft of the top deck and a newly painted gray hull give the yacht a distinctive look. With a range of about 5,000 nm at 12 knots, *Queen K* is well equipped to travel the world's oceans. Several British media outlets have identified the yacht's owner as Russian metals magnate Oleg Deripaska after he hosted an onboard dinner party attended by British ministers, which label-loving journalists promptly dubbed "yachtgate."

CLARENA 2

LENGTH: 236'3" (72m) **SHIPYARD:** CRN, 2009, Italy

Nuvolari-Lenard designed the largest yacht yet launched at CRN. The design team had already worked with the shipyard on the owner's previous *Clarena*, built in 2003. While Nuvolari-Lenard is behind a few colorful and bold designs, this gray-hulled slender beauty is rather classic. Onboard luxury includes an abundance of indoor and outdoor spaces and many ways to see and enjoy the ocean. In addition to a wide-open sundeck, the displacement yacht features a spacious swim platform, nearly 1,100 sq. ft. in area. Five guest staterooms are in addition to the owner's suite on this custom family yacht, plus additional staff cabins. Because the European owner is a gourmet, he specified a great open main-deck galley. More to come about *Clarena 2* in a future issue of *Yachts International*.



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KOGO

LENGTH: 236'3" (72m) **SHIPYARD:** Alstom Leroux, 2006, France

Tim Heywood designed this spectacular yacht with an interior by Terence Disdale. *Kogo* features an ice-breaking hull, zero-speed stabilizers, a dynamic-positioning system ideally suited to sensitive areas (including the world's most beautiful reefs) and azipod drives giving the yacht amazing maneuverability. Equipped with diesel-electric propulsion, *Kogo* burns about 20 percent less than conventional yachts, according to its captain. A visit to the 2009 Antigua Charter Yacht Show allowed us to view the stunningly elegant interior, shown by an equally elegant (and professional) crew. A Zen feel pervades the interior from the authentic sauna to the spacious staterooms and owner's apartment. Once inside you can't help but relax. Luxurious, yet approachable, the layout separates the gorgeous but seldom-used formal dining room from the cozy main salon, creating spaces like those of a home. *Kogo* is also perfect for active guests, with a complete gym, professional diving facility complete with decompression chamber (and onboard diving instructor) and a sizeable and invigorating glass-tiled pool with contra-flow jets on the ultra-private and sprawling sundeck. A helipad is available for quick trips ashore. Due to *Kogo*'s owner's business interests, the yacht is a fixture at the Monaco Grand Prix.





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UTOPIA DV

LENGTH: 234'11" (71.6m) **SHIPYARD:** Feadship, 2004, Holland

Edmiston recently sold *Utopia*. Redman Whiteley Dixon and Michael McQuiston created exceptional architectural and artistic elements for the original owner, an experienced yachtsman, who died before taking delivery of this technically advanced vessel. One of many architectural details worth mentioning is a double-sided staircase with a leather handrail made by craftsmen who create the steering wheels of Bentley cars. Thanks to the design, guests climbing the stairs have views of the decks above and below. When Bill Miller, chairman of Legg Mason Capital, acquired the yacht he had it undergo an extensive at Feadship's Makkum yard; in 2007, the yacht emerged with an extended sundeck.

81



HAIDA G (Ex Rosenkavalier – Sarina – USS Argus – Haida)

LENGTH: 233' (71m) including bowsprit **SHIPYARD:** Krupp, 1929, Germany

Cox & Stevens of New York designed the now 81-year-old and graceful vessel for its original owner, Max Fleischmann, who inherited and expanded a family fortune built on the production of yeast. Like many yachts of her time, *Haida* (then *USS Argus*) served in the U.S. Navy during World War II. Built to last, and notwithstanding several refits, the yacht powers on with its original twin Krupp diesel engines. Current ownership is widely attributed to Germany's Grohe family, who made a fortune in high-end faucets. *Haida G*, which is managed by Ocean Independence, has been for sale for some time and is available for charter.

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© PETER SEYFFERTH

THE ONE (EX CARINTHIA VI)

LENGTH: 232'11" (71m) **SHIPYARD:** Lürssen, 1973, Germany

The One is none other than the original *Carinthia VI*, one of the late Jon Bannenberg's most famous creations and a cornerstone of his reputation. It is one of those yachts that leaves no one indifferent. Four MTUs power the easily identifiable yacht all around the Mediterranean, but *The One* is perhaps most often seen in Monaco's Port Hercule. The commissioning owner was Helmut Horten, whose widow Heidi sold the vessel when she took delivery of *Carinthia VII*. The yacht's current owner, Francesco Gaetano Caltagirone, made his fortune in cement, real estate and the media. Subsidiary Caltagirone Editore controls the daily newspaper "Leggo" and the Internet portal Caltanet.



© PETER SEYFFERTH

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SKAT

LENGTH: 231'10" (70.7m) **SHIPYARD:** Lürssen – 2002 – Germany

The Espen Øino-designed *Skat* was controversial when if first splashed. Other yachts since have pushed the envelope further, but this angular gray-hulled yacht remains innovative today. Inside, *Skat* is a modern villa offering abundant views of the surrounding ocean. The yacht has a daring and enterprising owner: Hungarian-born Charles Simonyi, who holds a PhD from Stanford. His considerable talent helped him land a job at Microsoft. where he worked on major software development. Since, this entrepreneur and respected philanthropist, who actively supports scientific higher education, has traveled to space. Twice!

85



REBORN (Ex Boadicea)

LENGTH: 231'5" (70.5m) **SHIPYARD:** Amels, 1999, Holland

Boadicea, which got its name from the queen of the Iceni Celts, was sold last year. The September 2009 sale announcement by Burgess helped spread renewed optimism that the worst recession in decades was letting up. The yacht's original owner, Australian TV production king Reg Grundy, enjoyed long stays onboard between charters. The original Terence Disdale interior featured spacious accommodations and a state-of-the-art 14-seat cinema. The yacht is expected to resume cruising in time for the Med season with a renewed appearance after an extensive refit in Italy.



84

SAINT NICOLAS

LENGTH: 230'3" (70.2m)
SHIPYARD: Lürssen – 2007 – Germany

Saint Nicolas, and sisterships *Martha Ann* and *Apoise* (recently sold at auction) all were commissioned by one American owner, who subsequently sold two of them. They share styling by Espen Øino and classic interiors by François Zuretti. Ownership of this six-deck vessel has been attributed to comeback-kid Vasily Anisimov, a Russian aluminum magnate who, like everyone, suffered a setback in 2008 but is back on the Forbes' billionaires list this year.



«86

88

MARTHA ANN (Ex project Shark)

LENGTH: 230'3" (70.2m) **SHIPYARD:** Lürssen, 2007, Germany

Martha Ann features spectacular woodwork done by Dubai-based Greenline Interiors. Perhaps the attention to woodwork had something to do with the yacht's American owner's original line of business, carpentry. Other notable features include a 4,000-gallon pool with swim-up bar. Twin 1,500kW CAT engines power the yacht to reach a top speed of 15.5 knots with a range of 4,000 nm. It carries a custom limo tender and a speedy custom tender by Nautica, complete with retractable fishing tower. *Martha Ann* is part of International Yacht Collection's charter fleet.



© LAWRENCE DALLI

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REVERIE

LENGTH: 229'8" (70m) **SHIPYARD:** Benetti, 2000, Italy

John Munford designed the second largest yacht that Benetti has built to date. The dark-blue-hulled yacht has seven decks and enormous interior volume. Up to 32 crewmembers cater to highly pampered guests, accommodated in eight staterooms. Special amenities include children's cabins and facilities, a bistro with Teppan-yaki bar and pizza oven and a full conference room. American billionaire Peter Sperling reportedly acquired the yacht, which is occasionally available for charter, in 2004. The family business is adult education (Peter and his father founded University of Phoenix, the largest private university system for working adults).

AMADEUS (Ex Caravelle – One Eagle – Komet)

LENGTH 229'7" (69.9m)
SHIPYARD: Neue Jadewerft GmbH, 1969, Germany
REFIT: Jade Yachts Refit, 2006, Taiwan

French billionaire Bernard Arnault owns this converted research vessel. Reymond Langton Design, Vripack and Paris-based designer François Zuretti all contributed to transforming the vessel into a luxury long-range cruiser, powered by twin 1,850-hp Caterpillar 3512B diesel engines. The chairman and majority owner of LVMH (Louis Vuitton Moët Hennessy), Christian Dior SA and supermarket chain Carrefour may have diversified interests but seems focused on luxury. So perhaps it was only a matter of time before yachting was added to the equation. It happened in 2008 when Arnault's group acquired Princess Yachts in the U.K. and the Van Lent shipyard, one of two shipyards building yachts under the name Feadship.



89 91



NOMAD (Ex Floridian – Aussie Rules)

LENGTH: 228' (69m) **SHIPYARD:** Oceanfast, 2003, Australia

Nomad has sold again. When it was known as *Aussie Rules*, the yacht's owner was Australian-born golf great Greg Norman. The Miami Dolphins team owner and self-made made American billionaire Wayne Huizenga bought the yacht next. An extensive refit carried out at Rybovich in Palm Beach in 2005 added a helideck. Listed at $70 million, *Floridian* sold for an undisclosed price in 2007 to an owner said to be from Kazakhstan. Renamed *Nomad*, it returned to the charter market after a brief absence and another refit. Then Ocean Independence listed the yacht again and sold it to a new European owner who saw *Nomad* at the Monaco Yacht Show in 2009.

ATTESSA (Ex Lady Aviva)

LENGTH: 225' (68.58m) **SHIPYARD:** Feadship, 1998, Holland

A 2001 fire made this yacht a perfect candidate for an extensive refit. This presented an opportunity for the owner of Vancouver Shipyards and refit enthusiast Dennis Washington, who bought it as is. After a thorough cleaning and reconditioning in Holland, the yacht lifted anchor and headed for Vancouver. De Voogt Yacht Services and Royal Van Lent stayed closely involved while the refit took place in Canada. Extensive work included extending the hull, reconfiguring the decks, enclosing the sundeck and installing a gym, movie theater and helipad plus, of course, recreating the interior. Dennis Washington, a Montana businessman, is currently actively working on the refit of *Attessa IV*.

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© LAWRENCE DALLI

LADY ANNE PB

LENGTH: 224'8" (68.50m)
SHIPYARD: Amels, 2005, Holland

While Lady Anne PB is most often seen in the Mediterranean, her owners are American. They were actively involved in the design of their yacht. Jerome Fisher, Nine West's co-founder and his wife Anne, an architect, worked closely with the late Walter Franchini and the Amels shipyard to produce their elegant yacht. The Art Deco feel of early 20th century ocean liners inspired the décor. Twin CAT 3516B engines power the yacht, which has a 17.5-knot top speed and a 5,500-nm range at 15.5 knots, and features environmentally friendly systems.

92

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KISMET

LENGTH: 223'11" (68m) **SHIPYARD:** Lürssen, 2007, Germany

Kismet, a yacht built for luxurious adventure at sea with Quantum stabilization and a 7,000-nm range at 14 knots, is for sale through Moran Yacht & Ship. *Kismet*, which was often seen in Fort Lauderdale on it way to and from Mediterranean and Caribbean destinations, was built for an experienced American yachtsman. Espen Øino styled the yacht and Reymond Langton Design created exquisite Art Deco-inspired interiors with a touch of the Orient. *Kismet* sports a distinctive Awlgrip metallic blue paint based on a color developed for BMW's 7 Series, in keeping with its current's owner main business interest.



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AVIVA

LENGTH: 223'11" (68m) **SHIPYARD:** Abeking + Rasmussen, 2007, Germany

Aviva has a distinctive look with an almost vertical bow, meant to slice through the waves for a smoother ride. Reymond Langton Design styled and created the interior of this confidential yacht. Indeed, beneath and above that gray hull, very little is known. Built to comply with Lloyd's and MCA rules, *Aviva* has a maximum speed of 16.5 knots and a range of 6,000 nm. The owner is said to be a Forbes-ranked U.K.-born self-made investor, who grew his fortune with seed money from his family's catering business and resides in The Bahamas.

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ALWAELI

LENGTH: 223'11" (68m) **SHIPYARD:** CRN, 1990, Italy

The Ancona-based shipyard built this Terence Disdale design as the 213' *Awal II*. The yacht was later extended to 223'. *Alwaeli* can accommodate 24 guests in five VIP cabins, six twins and an owner's suite. The vessel, which belongs to the ruler of Bahrain, has a 6,000-nm range with a maximum speed of 19.5 knots. The latest refit was carried out at the Amels shipyard in Vlissingen. Upgrades have brought this 20+-year-old yacht to modern standards, with the inclusion of now commonly seen comforts, such as stabilizers, elevators, on-demand entertainment and up-to-date electronics.

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© MERIJN DE WAARD

WHITE CLOUD (Ex New Horizon L)

LENGTH: 221' (67.35m) **SHIPYARD:** Feadship, 1983, Holland

Jon Bannenberg and De Voogt Naval Architects created the yacht's exterior lines, and Luigi Sturchio worked on interior décor for the yacht's original owner, Abraham van Leeuwen, Prince de Lignac. Claus Kusch supervised a 2005 refit that extended the hull 24'. Of late, ownership has been attributed to cellular guru Craig McCaw, *Tatoosh*'s original owner. *White Cloud* has a helicopter whose pilot is said to have been part of Jacques Cousteau's Calypso crew. The yacht has twin 3,000-hp MTU 12V 1163 TB62 engines and a range of 4,250 nm at a cruising speed of 15 knots.

95



ARCHIMEDES

LENGTH: 222'3" (67.75m)
SHIPYARD: Feadship, 2008, Holland

Archimedes has been spotted from Europe to the Caribbean, the American West Coast, Canada to Asia but has managed to remain fairly confidential. John Munford, who styled the yacht, gave its classical lines a modern twist. *Archimedes*' four decks and 40'4" beam indicate ample open spaces and voluminous interiors. The yacht, built to conform to Lloyd's Register, is powered by twin Caterpillar 3516B DI-TA diesels providing 4,000 hp and a maximum speed of 16 knots. The private owners are American.

ALLURE

LENGTH: 219'10" (67m)
SHIPYARD: Bender Shipbuilding, USA/Shadow Marine – 2007 – USA

A steel hull salvaged from a retired offshore supply ship is the basis for a virtually indestructible multi-purpose vessel that can shadow a mother ship or be used as a primary yacht. *Allure* features spacious staterooms, sky lounge, game room, cinema and a 28' swimming pool. Deck spaces include a helipad and a garage for PWCs, sailboats, a race boat and all-terrain vehicles. *Allure*, which is available for charter, holds more than 150,000 gallons of fuel and is equipped with two completely rebuilt Caterpillar D399 engines, each capable of producing 1,225 hp. A custom tender by Nautica is designed to carry to shore the yacht's Smart car.



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APOISE

LENGTH: 219'10" (67m)
SHIPYARD: Lürssen, 2005, Germany

When the time came to sell his yacht after cruising the world for four years, this Canadian owner chose a very natural path. He made it available through an auction. David Ritchie had purchased the yacht after retiring from Vancouver-based Ritchie Brothers Auctioneers, a company he and his brothers established. They were very successful selling mostly industrial equipment through public and internet-based auctions. So when it came to sell ing *Apoise*, slightly smaller than her two sisterships (*St. Nicolas* and *Martha Ann*), he had no hesitation. Within 15 minutes of the start of the auction held in Grand Cayman this past winter, the yacht went to the highest bidder, said to be from the U.K. It was sold for what Mr. Ritchie called fair market value, about $46.6 million. *Apoise* is designed to reach a top speed of 16 knots and has a range of 5,000 nm, which should give its new owner plenty of opportunities to enjoy the sights.

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SIRAN

LENGTH: 219'10" (67m) **SHIPYARD:** Feadship, 1992, Holland

Jon Bannenberg and De Voogt Naval Architects designed the yacht with a length of 209'. However, in 2005 the new owner decided upon a significant refit that included lengthening the vessel. There were reasons to be skeptical about what might happen, to the original lines. But Bannenberg alumnus Tim Heywood, whose name appears often on this list as the designer of the world's most extraordinary superyachts, was able to preserve the yacht's elegant lines. *Siran* emerged from the De Vries shed in 2007 with an additional deck, a forward covered sundeck, an improved aft deck seating area, and a new overall length of nearly 220'. A U.K. resident of Lebanese descent reputedly owns the generally secretive yacht, which often dwells in Monaco.

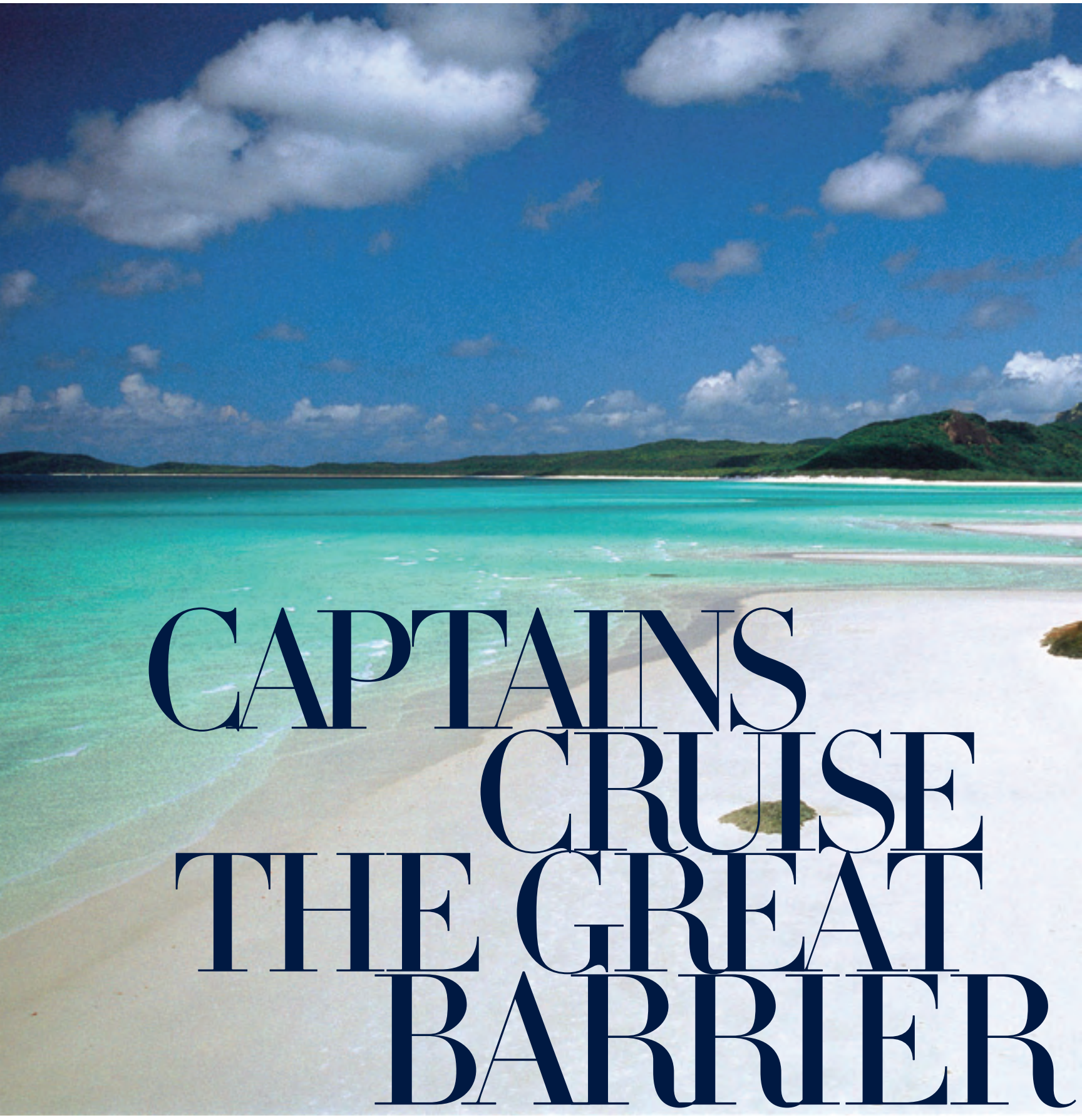
ANNA

LENGTH: 219'10" (67m) **SHIPYARD:** Feadship, 2007, Holland

Anna, from the day she was launched at the De Vries yard, has kept a very low profile despite extended cruising. The first photos the yard released revealed very little of the yacht, still more than halfway inside the shed. Michael Leach Design worked on the interior and overall design. Twin CAT 3516B diesels power the elegant yacht, which has a 17-knot top speed. Among the many special features are a slide-out bathing platform and a helicopter landing pad with refueling capability. The yacht accommodates a crew of 18. The owner is said to be Russian.

100





CAPTAINS CRUISE THE GREAT BARRIER



REEF

The Great Barrier Reef, off Australia's Northeast Coast, is one of the world's richest ecosystems. Since it stretches nearly 1,500 nm, exploring its diverse marine regions can be daunting. Visiting captains shared specific itineraries they planned for owners and guests to enjoy the Reef's extraordinary diversity.

Snorkeling, scuba diving and fishing are popular pastimes on the Great Barrier Reef, where there are 1,500 species of fish alone. The reef also is home to 350 hard corals and to a third of the world's soft corals. It harbors 8,000 types of mollusks such as octopus and oysters, over 20 different seabirds, 30 cetaceans including whales and dolphins, six of the world's seven species of marine turtles, and about 15,000 seagrass-feeding dugongs or sea cows—which curiously are related to elephants.

STORY Bruce Maxwell,
PHOTOS: Tourism Queensland and Tommy Gurr (*Helios*)

Where to start? Perhaps a guest is interested in seahorses, the slowest fish in the oceans, whose males hold eggs in a belly pouch until they hatch. Or maybe someone else is focused on the huge estuarine saltwater crocodiles in the exotic rainforest that fringes the shore. One European owner spent a month aboard his Royal Huisman-built *Foftein* simply tracking humpback whales during their annual migration north to the Whitsunday Islands breeding waters. Using special listening and recording devices installed in the hull, he was trying for an encounter with an unusual white whale, known as migaloo. That presented a somewhat unique challenge for his captain, Gareth Jones. The first thing anyone seriously studying the Great Barrier Reef notices is that it is not actually a barrier reef. Rather, it is made up of some 3,000 individual coral reefs, 600 continental islands and 300 coral cays that are not continuous, but which nevertheless provide protection from Coral Sea swells and the wider Pacific Ocean.

Cairns, in Far North Queensland, like Darwin called "The Top End," is the best-known gathering place for vessels embarking on reef voyages. Located on the prime passage between Asia and the South Seas, it is a port of entry for Australia, and its government-run Marlin Marina can accommodate superyachts up to 400'. Several good refit and repair yards are located there, and local superyacht-handling agents include the inimitable Top-Ender Carrie Carter. Further south lie Abel Point and Hamilton Harbor Marinas in the Whitsunday Islands and, although the reef ends at Bundaberg, extensive big boat facilities also exist in the state capital Brisbane and the nearby Gold Coast.

Many tourists flock to Cairns and Port Douglas, 60 nm up the coast, as well as to Airlie Beach and Hamilton Harbor in the Whitsundays, as these are principal departure points for day-trippers to snorkel and scuba dive at purpose-built reef pontoons. Other coastal cities and towns have smaller but similar services, so the private yacht strategy is to target more remote waters that are not so accessible.

"I prefer the far north and far south," Captain Etienne Gaudriault of the 131' Heesen *A*

PREVIOUS PAGE: Fine white sand beaches of the Whitsunday Islands are world famous. **BELOW:** Marlin Marina in Cairns with the 290' Royal Huisman schooner *Athena* along the outer wall. **RIGHT:** A great catch onboard Helios at Lizard Island. **BOTTOM:** The Great Barrier Reef is home to 350 hard coral and a third of the world's soft coral.











Khaliq told us. "Arriving from Asia, we refueled in Darwin at the commercial wharves, then negotiated Torres Strait, which was very murky, but after that the reef opens up, I think this is one of the best bits, with very clear water, plenty of colorful fish and corals, and virtually nobody else around. We spent a week on a slow passage from Cape York to Cairns via Lizard Island, and returned there twice." Captain Gaudriault said he was equally impressed with the waters around Lady Elliot and Lady Musgrave islands off Bundaberg, at the reef's southern end. "We went right out to Swain Reef, which is over 200 nm offshore. Conditions were excellent, and we had a flat calm." The 194' Oceanco motoryacht *Helios* (Ex *Pegasus*) and crew cruised extensively in the Pacific and visited the Great Barrier Reef. Two years ago they spent time exploring the waters around Lizard Island and documented their amazing journey.

Bermuda-based Australian entertainment and media mogul Reg Grundy and his captain Joe

ABOVE: The motoryacht *Helios* seen from Cook's Lookout in Lizard Island's national park





ABOVE: A panorama of Lizard Island; the island group also includes Palfrey Island.
RIGHT A colorful clownfish, just one of 1,500 species of fish found in the area

Russell on the 231' Amels *Boadicea* had other ideas. The vessel first visited for the 2000 Sydney Olympics, then continued its events-related schedule by turning up at Hamilton Island Race Week in the Whitsundays some years later. This is the largest sailing yacht regatta in the southern hemisphere, akin to Antigua Sailing Week in the Caribbean, but *Boadicea* was too big to fit into Hamilton Harbor's 150' berths, so it anchored outside in a protected passage between Hamilton and Dent Islands, and the owner commuted ashore by ship's tender.

Sampling local wining and dining establishments is another aspect of regional cruising, and here the newly opened Hamilton Island Yacht Club and its associated five-star resort *Qualia* also offer infinity pools and spas. Hayman Island Resort nearby has an equally upscale reputation and once, aboard a chartered yacht at sunset in its Blue Pool Bay, I was amazed to see huge manta rays parading back and forth. On another occasion, I witnessed a whale giving birth, its tail pointing skywards until the calf duly popped out. American Captain Mike Hein spent over a year on the reef aboard the 130' *Mea Culpa*. The yacht was built in New Zealand, at the McMullen & Wing yard, for a U.S. West Coast owner who had commissioned naval architect Jack Sarin to come up with the ultimate sportfisher. The resulting vessel is immaculate; its multi-layered and multi-purpose aft decks are a sport fisherman's dream, while the interior outfitting is to the highest luxury yacht standards.

Every year, from October to December, big black marlin are around the ribbon reefs reached from Cairns, Port Douglas and Lizard Island, and they have been a magnet for international anglers since American adventure author Zane Grey, himself a keen offshore fisherman and visitor here, was a boy. "Granders" are still hooking up, thanks in part to a widespread tag-and-release policy, but the circa 1,500-lb world records of yesteryear seem safe until fish stocks, including bait fish, are better managed.

Mea Culpa's owner, who does not wish to be named, naturally had a ball, and although black and blue marlin proved a little more elusive than expected, the reef was teeming with other pelagic species such as yellowfin tuna, wahoo and mahi mahi, the latter also known as dolphin fish or dorado. Giant trevally, yellowtail kingfish, salmon, sierra mackerel, snapper, grouper and the famous local barramundi and mangrove jacks all abounded; this before *Mea Culpa*'s

delighted anglers had even begun to think about exotic reef fish such as coral trout, red emperor and Maori wrasse.

The vessel only had a one-year cruising permit, but since New Caledonia, Vanuatu, Papua New Guinea, Solomon Islands and Fiji are all within easy range, the yacht made a South Seas trip before returning to spend more time on the reef. In Cairns, Hein mentioned that he was issued a local pilotage exemption after he completed an exam, blank chart and interview with the Harbor Master.

Captain David Clarke, of the 240' Delta *Laurel*, had a different problem. His 10-strong U.S. owner's party was flying to Hamilton Island on a private jet, and would spend nearly two weeks cruising to the ribbon reefs and back, but local rules stipulated that vessels longer than 70m (230') needed a pilot aboard. "Pilots really only know the shipping channels, rather than the nooks and crannies of the reef," he told *Yachts International*, "so we talked with the Australian Maritime Safety Authority (AMSA) and came up with a documentation process that allowed us to make this voyage without a pilot. AMSA officials looked at all sorts of aspects, from grey water storage to oil and fuel, knowledge of reef waters and our proposed route, and then said okay. Other captains of larger vessels may like to know that this sort of dialogue is possible."

David recommends cruising the reef ideally during the "transition periods" between the April to September southeast trade winds and the November to February monsoon, which is the cyclone season in Far North Queensland (although as with the Caribbean there are "cyclone safety holes"). He points out, however, that there are sufficient sheltered anchorages to adjust an itinerary to weather conditions at any time of year, and his own voyage actually was made last July.

The most remarkable experience for his guests was being able to swim with 30-foot minke whales off the ribbon reefs. "They are very inquisitive creatures, very playful, and they came right up to the stern. It was amazing. As with many things, you just have to be in the right place at the right time," he said.

Captain Carl Brandes of the 122' Monte Fino *Masteka 2* is one of a fast-growing group of superyacht skippers whose owners are Australian, and thus can visit the reef anytime they like. His recent voyage north of Cairns, with the owner and guests aboard, spanned two weeks, and his thoughtfully-outfitted vessel, which has two, 15' and 16' non-prop Castoldi jet tenders deployed from a large aft garage and a



BELOW: An example of the ribbon reefs in these waters, where huge black marlin roam.

full range of other water-sports gear, really came into its own. "We had a fantastic time," he said on return.

Water jets help protect against accidental damage to surface swimming marine life, and *Masteka 2* has considerable other "green" engine room credentials. "Most superyachts offer better marine environmental protection than the average 30' to 40' cruiser because they are thoroughly and very expensively equipped. Yet we are subjected to much more onerous rules and regulations. I think a lot of captains would really appreciate a less restrictive approach by the authorities, taking these factors into account," he said.

Masteka 2 doesn't charter, so he didn't mention the thorny issues arising from Australian-flag versus foreign-flag charters, nor a number of taxation questions that are being partly answered but may need better eventual resolutions. Australia, which is the same size as the United States, has very strict policies on imports of foreign food, for example, which discourages some but by no means all Asian-based superyacht owners from visiting.

The 118' Oceanfast *Antipodean,* 131' *Seafaris* charter cat, 100' *Huntress* and 125' *Keri Lee* were four other Australian-based regulars at the Marlin Marina when we called late last year. *Keri Lee* has since been purchased by a U.S. buyer and the yacht's Australian owner bought a 177' Trinity, refitted at Rybovich in Palm Beach recently, as the new *Keri Lee*. Captain Andy Skimming of sometime South Australia-based *Ophelia IV*, a remarkable 115' vessel with a helicopter deck, is another local caller.

Michael Barnett, operations manager of Cairns Seaport, which includes the Marlin Marina, noted that the remarkable 134' Abeking & Rasmussen SWATH (Small Waterplane Area Twin Hull) vessel *Silver Cloud* was a recent foreign-flag arrival and the 305' Lürssen schooner *Eos* turned up from the Borneo Coast shortly after. In an earlier interview with *YI*, Barnett said he thought the reef, like Florida and the Bahamas, could support year-around cruising, provided one watched the weather and took suitable precautions in the relatively short cyclone

BELOW: Snorkeling on the reef, where many areas are shallow, is richly rewarded with mesmerizing and abundant marine life.









season. The Great Barrier Reef Marine Park Authority (GBMPA) is the over-arching authority for reef usage, and it imposes many restrictions relating to anchoring, fishing, tourism and other aspects of reef management. Some say it has become a bureaucratic behemoth whose increasingly stringent measures are overkill, detracting from the reef experience for locals and visitors alike. In such a large area, a few sometimes skip the letter of the law, and get away with it. Others say GBMPA decrees are absolutely essential to protect the reef ecosystem. After spending a year or more on the Great Barrier Reef alone, it may be time to move on. But before doing so, many captains and owners schedule visits to the principal southern cities of Sydney and Melbourne, and to Tasmania, the Apple Isle, as well as to the rugged but intensely beautiful Kimberley Coast of Northwest Australia, where there is intriguing evidence in cave paintings, from 50,000 years ago, of how boating began. ■

TOP TO BOTOM: The newly-opened Hamilton Island Yacht Club, the Amels *Boadicea* in the Whitsundays and Monte Fino *Masteka 2* off the Gold Coast, Fort Lauderdale's sister city.

FOR ADDITIONAL INFORMATION, VISIT THE FOLLOWING WEBSITES: GBRMPA.COM.AU, TQ.COM.AU, CARTERMARINE.COM, GREATSOUTHERNROUTE.COM

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[WORK IN PROGRESS]



RED HOT NEWS FROM SHIPYARDS ALL OVER THE WORLD

This 279' steel yacht features a Ken Freivokh design. We checked on its progress at Marco Yachts in Iquique, Chile. We also bring you a *Cakewalk* update and more.



279' Marco Yachts Ken Freivokh Design

While the focus usually is on the well-known superyacht shipyards in the Western Hemisphere, a major project is quietly taking shape in South America, in Chile to be exact. Recent seismic activity near the capital of Santiago did not reach Marco Yachts, located near the borders with Bolivia and Peru, about 1,240 miles north of the Chilean capital. And work continues on this Ken Freivokh-designed 279' superyacht, which promises to be spectacular.

Familiar with Marco's work, the project team was convinced the shipyard could do an excellent job with steel. Indeed, the shipyard, located in Iquique near the Atacama Desert, has built a huge fleet of sophisticated tuna boats with long-range capabilities and redundant systems, which Marco Yachts Owner and President Hans Schmidt calls "the Feadship of the fishing industry". Marco Yachts built its





LOA: 279 ' 8" (85.3 M)
BEAM: 48' 7" (14.8 M)
HULL MATERIAL: STEEL
SUPERSTRUCTURE: ALUMINUM
MAIN ENGINES: 2 X CAT 3516 DIESELS

CRUISING SPEED: 14 KNOTS
MAXIMUM SPEED: 17 KNOTS
RANGE@CRUISING: 6,000 NM
PROPELLERS: FPP 5 BLADE LIPS
GENERATORS: 3 X CATERPILLAR C18 @450 KW

INTERIOR GUESTS/COMMON AREA: 15,608 SQ. FT (1,450 M2)
EXTERIOR SPACES: ABOUT 9,680 SQ. FT (900 M2)
STABILIZERS: QUANTUM XT ZERO SPEED
NAVAL ARCHITECTURE: MARCO YACHTS
APPROXIMATE LAUNCH DATE: 2012

first luxury yacht in 1994 at the Campbell yard in San Diego before moving all operations to Iquique a few years later; the 216' *Golden Shadow* gained instant fame as a polished support vessel for the *Golden Odyssey* (see our Top 100 feature).

"The shipyard's steel work is particularly good and will require minimum fairing," Freivokh said. Marco also has a solid engineering background and naval architecture was done in-house. The 279' steel hull features a full-spade rudder and bulbous bow with water ballast (Marco used these for years on its fishing vessels, before the yachting industry adopted them).

The dry desert weather in Iquique allows construction to take place in the open air, making possible the stunning visual of the massive steel hull against turquoise sky. Although work on the interior has yet to begin, renderings help tell the story. The interior will emphasize striking guest areas. Freivokh stayed away from rows of rooms on either side of long corridors, choosing instead to organize spaces around interesting focal points such as the yacht's dramatic triple-height all-glass atrium.

A great deal of thought also went into the recreational areas and deck spaces. The gym and pool decks promise to be particularly attractive. The pool, totally surrounded by glass, will be visible from the workout area below, linking the two decks visually. The gym itself opens fully to the aft bathing platform, and will have a shell door that is effectively a terrace overlooking the water. Beautiful and practical, the yacht will have a tender garage for two diesel-powered guest tenders, one 32' the other 24'. WaveRunners and other water toys are also specified. A lounge, with flexible seating arrangements, will easily convert into a cinema. These features are sure to attract interest on the charter market. The owner, meanwhile, will enjoy a private retreat on his private deck. But it will not be all fun and games. The yacht also has been designed for business and thus a whole area will be dedicated to office and conference space. Other interesting features, on the tech side, will include a computerized monitoring system designed to optimize energy use. The yacht's all-LED lighting will also help on this front. On the outside, the elegant vessel will use structural features as design elements, not yet visible at this stage of construction.

For more information, visit marcoyachts.com and freivokh.com







News from Derecktor Painting *Cakewalk*

Captain Bill Zinser is a busy man. When we spoke to the project manager of *Cakewalk* for this article, he had one big deadline in mind: the end of May. That was the target date for *Cakewalk* to roll out of its shed at the Derecktor Shipyards' Bridgeport, Conn., yard. By early April there were still between 430 to 440 people working full time on the project, 12 hours a day. And then there was the night shift. This not-so-enviable schedule went to one specific group of sub-contractors, the hull painters.

The job of painting *Cakewalk*, while an amazing challenge and great opportunity to showcase skills, has to be intimidating. *Cakewalk*, 281', may not be the longest yacht built in the U.S., but it most certainly is the most voluminous. The latest and largest in a series of vessels owned by an American yachtsman, *Cakewalk* is also the largest yacht to be built in the U.S. in nearly 80 years. The 343' (including bowsprit) *Corsair IV*, built at Bath Iron Works in Maine, set the benchmark in 1930. But at 2,998 gross tons *Cakewalk* will surpass even J.P. Morgan's yacht in terms of volume.

The owner chose an American shipyard precisely to prove a point, that an American-built superyacht large enough to figure in the Top 100 (it will be in next year) can be as good if not better than one built at one of the world's leading European superyacht shipyards. Derecktor, experienced in meeting challenging commercial contracts as well as building an extensive list of sail- and motor-yachts, won the bid. All around the stakes are high.

When finished, the yacht will sport a magnificent glossy blue hull and immaculate white superstructure highlighting Tim Heywood's elegant and curvy styling.

A dark hull is classic and beautiful but hard to do. Darker colors tend to highlight imperfections; runs, blisters, fish eyes or a dull coat will stand out. Darker colors also absorb sunlight more than lighter ones. A white hull will not exceed a temperature of 140 F; by contrast dark surfaces "can see service temperatures exceed 200 F in direct sunlight, which can then quickly be followed by a rapid cooling cycle that places heavy demands on the primer and filler systems. If done incorrectly this can result in shrink-back and expose surface imperfections you would never see in a lighter color," explains Chris Toole, global senior product manager for Awlgrip.

To maximize chances for success, the surface fairing must be impeccable, while the environment needs to be (for dark as well as light colors) at the right temperature (ideally 64 to 86 F), humidity (45 to 65 percent) and as close to dust-free as humanly

possible outside of a spray booth. Not to speak of the application of the various coats themselves, which, naturally, need to be perfect from primers to fillers to the shiny final coat.

Two contractors split the humongous job of painting *Cakewalk*. To this day, most of the work is being done using hand tools (robotic painting has not caught on in the yachting industry).

Fort Lauderdale-based R & L Yacht Refinishing handled the curvaceous aluminum superstructure and Atlantic Coast Yacht Painting, the impressive steel hull. By early April there were 35 painters working on the hull and 39 on the deckhouse. Painting *Cakewalk* will have taken nearly a year from start to finish. During that time, however, there were months of slower progress to allow for other priorities, such as welding. The work on the rest of the yacht does not stop for the painters and smart scheduling is important.

When all is said and done, about 340 gallons will have been required for the superstructure's topcoat alone, estimates R & L's Stephen Hill. The hull, which represents about one third of the total volume, is a canvas of about 14,000 square feet in area. Final sanding before the final coat will be done by hand to achieve a finish comparable to that of a luxury automobile. The painters may be a little biased, but still that shiny hull gets a lot of attention. "The paint is the first and last thing you see. The fairing and the painting are what set a yacht apart from a ship. A cruise ship may be luxurious, but if you look at the paint, you can see it still is a ship. We strive for an automotive finish," says Atlantic Coast Yacht Painting President Tom Kantlehner, who in fact started years ago finishing cars. Beside having experienced painters, a bright, well-ventilated and clean environment, smart scheduling and a fair surface, what goes on top of the steel and aluminum is equally as important.

Capt. Zinser chose Awlgrip for the job. "I've been using Alwgrip since the 1970s. Back then it was called Alumigrip and it was used on airplanes," he said. What eventually became Awlgrip was first applied to a 36' Hatteras. Soon the innovative product based on linear polyester urethane, caught the attention of the marine sector, said Steve Smith, Awlgrip's VP of key accounts. The company, then based in St. Louis, later developed primers and fairing compounds. In 2002, Awlgrip became part of Amsterdam-based Akzo Nobel, an industrial conglomerate that is also the world's largest paint and coating company. As such it has a dedicated laboratory, based in England, with some 70 full-time chemists, testing (surface profiles, film, adhesion and corrosion) and developing new products.

On *Cakewalk*, nine Awlgrip products were used—eight for the paint alone, and most of them in several layers: a chromate-free anti-corrosive pre-primer (a recently introduced product), a "no sand" anti-corrosive substrate primer, fairing compound, two different surfacing primers, a finishing primer, a showcoat and topcoat finish. Toole is quick to point that this treatment is not reserved to megayachts but can benefit any painted vessel of any size.

Paint is never a small job, but on a yacht like *Cakewalk* it is a major project. In the end, it will represent somewhere between three to five percent of the total cost. But it will be worth it. After all, that perfect gloss is what sets a yacht apart from a ship.









ABOVE: A glimpse at that shiny coat of pain and the famous curves before painting a few months ago; the 3-D image, previous page, shows how *Cakewalk* will appear in a few months.



Kingship's work in progress Forecast includes *Cold*

Kingship, China's budding steel-hull, aluminum topsides superyacht yard seemed a dream when we reviewed the first Explorer 110 *China* back in 2006. But the dream has increasingly become a reality. When we visited recently to check on work in progress at the yard, Kingship had just delivered a Columbus 90 to a Hong Kong owner, the Magellan 110 *Christina G* was about to leave the yard, and the first Gentleman 131, project name *Cold*, was progressing toward an early 2011 delivery. Coming up are the Kingship 138, Green Voyager 144 starting in August and a soon-to-be announced Donald Starkey 156.

Kingship CEO Roger Liang has been in boats all his life. Originally involved in Hong Kong-Macau fast ferries he then represented an Italian yard in the region. About a decade ago his company Greenbay Marine decided to start building superyachts, and the first vessel, partly constructed in Singapore and Hong Kong, *Pearl of the Orient*, was shown at the Fort Lauderdale International Boat Show. The formula wasn't quite right, though, and Liang decided to establish Kingship in Zhongshan, about a two-hour ferry ride from Hong Kong. Zhongshan, in China, is a port where experienced shipbuilding workers could be found, and visiting owners and captains could play golf, stay at local five-star resorts, or commute to Hong Kong and Macau if they chose. "It was still a struggle," Liang said. "Owners didn't know what to make of us, and our first clients were people familiar with doing business on the China Coast." Indeed Kingship's first yacht *China* was commissioned by a Scotsman who has electronic interests there. Owners of the next Magellan 110 visited the yard, chose another yard but eventually returned. After a sticky





start, orders now seem to be flowing modestly. The shipyard formed an association with respected Dutch designers and naval architects Vripack, which helped. Liang decided he needed this degree of credibility to get his China project up and running. He built seven covered bays, and installed a Syncrolift on the 40-acre yard. A recent building now houses interior modules and much of the metalwork and carpentry, freeing up the sheds for future orders. In one bay was the Magellan 110 *Christina G* was almost completed. This vessel is nearly identical to the earlier Magellan, except its sky lounge is six feet longer and it features a larger sundeck. Pieter Beeldsnijder did the exterior styling, and it has a Luiz de Basto interior. *Christina G*'s plans were to heading Shanghai then take the Great Circle Route to the U.S. West Coast. The Gentleman 131, meanwhile, was in full construction mode, and should be ready in early 2011. The owner's brief called for a family yacht with large informal areas. With extensive custom features for a progressive European owner, the yacht will feature a modern interior by Vripack, which also designed the its speedy custom tender. LED light, crushed glass and fabrics mimicking manta ray skin will be part of a modern interior. Yet, the owner also specified a robust yacht for exploration. Reliability and redundancy were the guiding choices on this state-of-the-art vessel. This yacht has a full round bilged-hull in steel and aluminum superstructure. What appears to be a canoe stern is cosmetic. The underbody is stretched for better sea-keeping abilities.

Liang is particularly keen on green technology in superyachts, and gave an impassioned speech on the subject at last year's Monaco Yacht Show. Axis Group in Viareggio designed the Green Voyager 144, which has finished tank testing. He says it will be 16 percent more efficient than earlier vessels, and plans to start building in August, although it is yet unsold. Finally an announcement is expected mid-year on Kingship's largest vessel to date, the Donald Starkey 156, which like the Green Voyager 144 is quite a distinctive design.

For more information, visit kingship.com



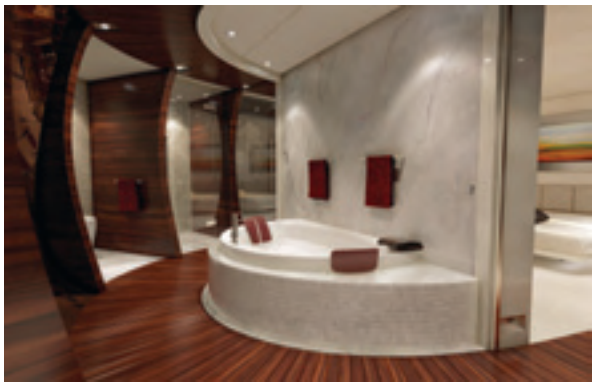




46m Vicem In composite

The Turkish yard of Vicem Yachts has built its reputation building classic-styled yachts in wood (using a cold-molded construction technique). But a couple of years ago Vicem began showing renderings and a model of something quite different than its sport fish, classic and cruiser series. These existing lines, with their exquisite craftsmanship, have attracted a following within a niche market. This is a step into a whole new direction for Vicem. This first 150' trideck, with its hull seen here at various stages of construction, is being built in composite (resin-infused sandwich construction) at Vicem's second shipyard in Antalya. Antalya is one of Turkey's yacht-building poles with expertise in composite construction. Vicem CEO Alberto Perrone Da Zara said at the 2010 Miami Yacht & Brokerage Show, where the company introduced a restyled version of its popular 54-footer (now available with IPS) that the shipyard was seeking to diversify its offering. For the first hull in its new semi-displacement composite series, Vicem turned to well-known names, Frank Mulder for naval architecture and Art-Line for the interiors. While Mulder's name is easily associated with some of the world's fastest yachts (*Octopussy, Moonraker* and *The World Is Not Enough* with top speeds in the realm of 60+ knots), he designed the Vicem 46 as a speedy long-range cruiser with a top speed of 25+ knots. Twin 3,650-hp MTU engines with MTU's Blue Vision controls will power the yacht. At the economical speed of 13 knots, the versatile Vicem 46 will have a range of 3,500 nm. The yacht's 30' beam and headroom (6'9" on the main deck) will allow for great accommodations. An ondeck master suite with what promises to be a spectacular bath, located at centerline, and five lower-deck guest cabins, including a full-beam VIP, will welcome up to 12 guests. The crew quarters for eight will include a mess. Art-Line, a design firm that works closely with Moonen Shipyards on the interior of their attractive pocket yachts, also recently designed the spectacular interior of the 197' Lürssen *Vive La Vie*. The Dutch design studio has applied its elegant contemporary





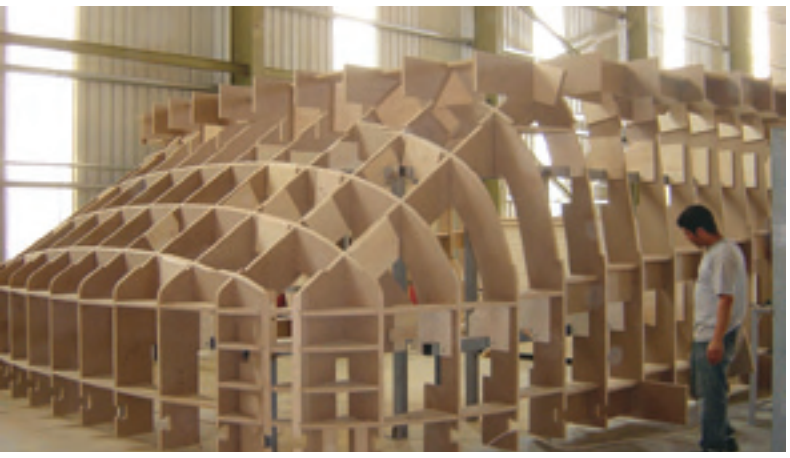
HULL MATERIAL: Composite
LOA: 151' 2" (46.1m)
LWL: 129' 2" (39.4 m)
MAXIMUM BEAM: 30' 3" (9.24m)
DRAFT: 7' 5" (2.3 m)
CONSTRUCTION: fiberglass/epoxy composite

DISPLACEMENT: 280 tons at 20% load
POWER: 2 x MTU, 16V4000 M90, 3,650 hp
MAX. SPEED: 25 knots
CRUISING SPEED: 18 to 10 knots
RANGE@13 KNOTS: 3,500 nm
FUEL CAPACITY: 12,680 Gal. (47,994l)

FRESH WATER CAPACITY: 1,980 Gal. (7,494l)
NAVAL ARCHITECTURE: Mulder Design
EXTERIOR STYLING: Mulder Design/Vicem
INTERIOR DESIGN: Art-Line Interior

style to the new Vicem's accommodations. The 3-D renderings show a resolutely modern style with dark horizontal veneers and light fabrics. The wood specified for this first hull is Brazilian rose wood. Granite countertop on honeycomb will be featured in the fully equipped galley (which has a dumbwaiter) and bathrooms. Vicem's experienced craftsmen, very skilled in creating impeccable wood interiors, will do all joinery and furniture in-house at Vicem's factory in Tuzla. It will take six to eight months to take the interiors from shop drawing to completion. Specifications detail a long list of equipment and extras from well-known name brands. The first yacht in the Vicem Vision line, being built to RINA-class specifications and MCA-certified, is slated for a 2011 launch. As of this report, Vicem was laminating the interior hull structure. A Vicem 35 trideck and Vicem 32 pilothouse design, also designed by Mulder, are expected to launch in 2011 as well.

For more information, visit vicemyacht.com









Trinity *Lady Linda* Wide beam and narrow draft

The owners of Trinity Yacht's hull T-50 have brought several "Lindas" to the market, including the 150' *Lady Linda* built at Trinity in 1999 and the157' Lady Linda launched in 2006. Interestingly, these owners also own the 197' Lürssen-built *Linda Lou*. Nonetheless, they were hankering for a shallow draft yacht that could live behind their home in south Florida. Therefore, when planning hull T-50, with Trinity, they made draft a priority. Their newest *Lady Linda,* which at 186' will have only an eight-foot draft and be perfect for cruising the Bahamas. This yacht scheduled for delivery in April 2011, is one of Trinity Yachts' new 33+' beam series. Currently the hull and superstructure are completed.

According to Trinity's Billy Smith, the yacht "has tons of volume."





LOA: 186' (56.7M)
BEAM: 33'4" (10.2M)
DRAFT: 8' (2.4M)
MAXIMUM SPEED: APPROX. 18.5 KNOTS
CRUISE SPEED: APPROX. 20.5 KNOTS
CONSTRUCTION: ALUMINUM
CLASSIFICATION: ABS AND MCA CERTIFIED

INTERIOR DESIGNER: EVAN K. MARSHALL
ENGINES: 2 X CATERPILLAR 3516, RATED @ 3,384 HP @ 1,800 RPM
GEARS: TWO REINTJES, 3,080:1 GEARS
GENERATORS: 2 X 280 KW, 1 X 99 KW EMERG.; NORTHERN LIGHTS
BOW THRUSTER: QUANTUM 00 HP

PROPELLERS: 2 FIVE-BLADE NIBRAL
STABILIZERS: QUANTUM 2 FINS, 4.5 SQ. M. ZERO SPEED
FUEL CAPACITY: 22,000 GAL.
DISPLACEMENT (LIGHTSHIP): 430 LIGHT TONS
LONG RANGE (W/ 10% FUEL RESERVE) :, APPROX.3800 NAUTICAL MILES



It has only five staterooms, but each one is very commodious. The owners are working with interior designer Evan K. Marshall, who also designed their previous *Lady Linda*. With the comfort of their guests foremost in their minds, the owners opted to emphasize quality rather than quantity of guestrooms. *Lady Linda*'s four half-beam guest suites on the lower deck are unconventionally designed with all of the beds facing the windows so that guests have a sea view above their toes in the morning. The portholes are vertical so no matter how tall you are, you can wake up, press a button, and presto, enjoy the scenery. The master suite occupies the forward third of the main deck, which yields privacy and great views.

An all-aluminum semi-displacement yacht with a nice sporty profile, the yacht will be able to cruise at 18.5 to 19 knots with twin Caterpillar 3516 engines. Nearing completion at Trinity's Gulfport shipyard. With a range of close to 4,000 nm at 10 knots, *Lady Linda*'s leash is long enough to discover shores beyond the shallow Caribbean waters.

For more information, visit trinityyachts.com





WHAT DO THESE FOUR YACHTS HAVE IN COMMON...?



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by Lurssen

82m MY AIR
by Feadship

UNDER CONSTRUCTION
LAUNCHING 2011



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by Lurssen



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UNDER CONSTRUCTION



120'/126' Inace Aft House Explorers

One each under build, 5000nm range, Luiz De Basto design, Midship master, 4 guest suites. Room for tenders & toys. Starting at USD $10,500,000.

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111' Inace Yacht Explorer Sudami 2007

Ready to cruise & charter the world, ABS/MCA, 4000nm range Master + 4 suites for up to 12 guests, moderate draft. Reduced to USD $7,995,000.

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97' La Perla | Jongert | 1989/2002/2008 | USD $2,995,000

Dutch motoryacht volume & quality interior. Most equipment, systems & finishes new or recently renewed. Great fly bridge and outside spaces.

STEEL OR GRP OPTION



90' Explorer Yacht | Innovative Design | Steel or GRP Option

Under 24m length, Master + 3 guest suites for up to 10 plus crew. Will carry two 22' tenders, R.I.N.A. & MCA. Base Price USD $7,380,000. This vessel will be available in both steel hull or GRP hull.



46' Catarina Day Explorer | 2009 | USD $1,300,000

CARBONFIBER, Seats 10 inside with AC and head, 8 outside, twin diesel jet drives, bow beach ramp, great dive access, set up for towing.

*All yachts offered are subject to still being available. Yacht particulars are believed to be correct but their contents are not guaranteed, neither may they be used for any contractual purposes. Specification provided for information only. Subject to prior sale, price change or withdrawal from market without notice.



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FOR CHARTER IN THE MEDITERRANEAN



SOUTH

53m (174') | Rossi Navi | 2008 | 285,000 EUR pw

South is a custom new yacht built with an extensive aft deck with large suntan areas, a Jacuzzi and a 360-degree Gym on the sun deck. A large glass lift is serving all the four decks, right from the Lower Deck up to the Sun Deck. All Spa showers (2 types of showers: Fresh with mint essence and tropical with Passion Fruit essence + massage with 9 jets + head and neck massage).
Please contact your nearest office for further details.





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FOR CHARTER IN THE MEDITERRANEAN







GRACE E

50m (164') | Codecasa | 2005/2009 | 295,000 USD pw

A gym with a view on the sundeck includes the latest in fitness equipment including Power Plate. Add the bar, Jacuzzi, cooling spray mist and option for shade and you have one of the most popular areas on the yacht. Aboard you will find a casual yet elegant atmosphere, enhanced with silks carpets and fabrics, comfortable furnishings, dining available on all decks and a wide selection of water toys.
Please contact your nearest office for further details.

ESTD ✦ 1947

FRASER YACHTS

FOR CHARTER IN THE MEDITERRANEAN



INEVITABLE

50m (164') | Feadship | 1990/2008 | 190,000 USD pw

This warm and inviting yacht is built for guests to relax and enjoy the beautiful surroundings in complete luxury! Totally re-built in 2008, she has all the latest in comfort, entertainment, and safety systems. Inevitable sleeps 10 guests in 5 beautifully appointed staterooms and features gorgeous indoor and outdoor entertaining areas designed by Patrick Knowles.
Please contact your nearest office for further details.





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FOR CHARTER IN THE MEDITERRANEAN







PARAFFIN

60m (197') | Feadship | 2001/2006 | 330,000 EUR pw

With a raised foredeck profile Paraffin is a perfect mix of traditional lines and modern style elements. Featuring a large gymnasium offering a near 360 degree water views. Just upgraded with zero speed stabilizers to ensure our guest a peaceful anchorage.

Please contact your nearest office for further details.

FRASER YACHTS

FOR CHARTER IN THE MEDITERRANEAN



DREAM

52m (170') | Feadship | 2003/2006 | 240,000 EUR pw

This pedigreed Feadship has the flexibility of 7 staterooms for 12 guests and offers the convenience of an elevator. A huge full beam owner's stateroom includes a large lounging area with office and tremendous dressing area. Jacuzzi, gym and state of the art entertainment system complete the amenities.

Please contact your nearest office for further details.





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FOR CHARTER IN THE MEDITERRANEAN







KONKORDIA

52m (170') | Alloy Yachts | 2006 | 195,000 EUR pw

Spacious elegant sailing yacht built in 2006 with all main lounging and entertainment areas located on the main deck level. Full beam master stateroom, water toys, and Jacuzzi make her the perfect charter yacht for couples or families. Available for charter in the West Med this summer. Winter: Caribbean.

Please contact your nearest office for further details.

FRASER YACHTS

FOR CHARTER IN THE MEDITERRANEAN



BIG EAGLE

52m (170') | Mie Shipyard | 1980/2008 | 175,000 USD pw

A spacious classic yacht with Jacuzzi, sports bar, and abundant array of water toys. Alfresco dining on the upper deck with spectacular views. Recent updates include new zero speed stabilizers, Kaleidescape music and movie system, and new furniture. Available for charter in the Mediterranean this summer. Winter: Caribbean.

Please contact your nearest office for further details.





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FOR CHARTER IN THE SOUTH PACIFIC







TRIBU

51m (166') | Mondomarine | 2007 | 185,000 EUR pw

Tribu' is the first yacht to receive the Green star environmental certification. The large master suite placed on the upper deck and commands a spectacular panoramic view forward; includes a piano, a private Gym and a Turkish bath. Tribu' offers an uncommonly spacious accommodation and a distinctive elegance in its interior design and fittings; a true "home on the water'' capable of sailing around the world.
Please contact your nearest office for further details.

FRASER YACHTS

FOR CHARTER IN THE MEDITERRANEAN



HARMONY III

44m (144') | Benetti | 2009 | 155,000 EUR pw

Combining pedigree, good taste and an utterly motivated crew, she meets all the requirements to be appointed "Charter Yacht of the Year". The cabins are designed to offer the best of both worlds, the pleasant comfort of ones own space, with an overseas traveling experience. Everything is provided to ensure the guests' stay onboard is an unforgettably delightful experience, thus the zero speed stabilizers at anchor & underway. Please contact your nearest office for further details.





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London	+ 44 207 016 4480
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Palma	+ 34 971 700445
Seattle	+ 1 206 382 9494
Newport, RI	+ 1 401 367 4466
Mexico City	+ 52 55 5004 0408
Auckland	+ 64 9 302 0178
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FOUR WISHES

44m (144') | Palmer Johnson | 2004/2009

180,000 USD pw

We make your wishes come true! A flexible, intuitive crew will pamper you and customize your itinerary and activities to create your dream vacation. Recreational inventory includes a large assortment of fast and fun water toys, golf from the sun deck, mountain bikes and exercise equipment. Perfect accommodations for five couples or a family. Winter 2010/11: Caribbean. Please contact your nearest office for further details.

FRASER YACHTS

FOR CHARTER IN THE MEDITERRANEAN



NEWVIDA

49m (160') | Delta Marine | 2001/2008

220,000 EUR pw

Enter into a mansion on the sea featuring the warmth of beautifully grained African mahogany. The grandeur continues in exceptionally spacious guest staterooms sleeping 12 guests. Finish your day in the soothing Jacuzzi.

Please contact your nearest office for further details.





Sales | Charter | Management | Construction | Crew

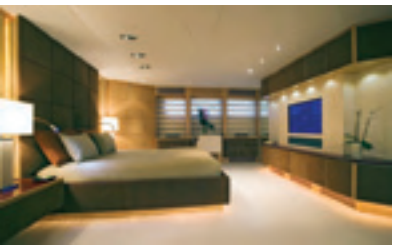
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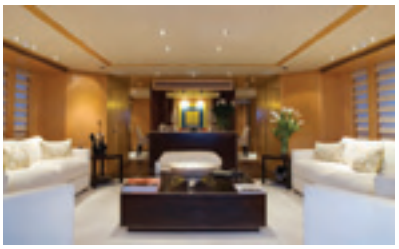
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FOR CHARTER IN THE MEDITERRANEAN







DEEP BLUE

44m (144') | Oceanco | 1996/2007 | 140,000 EUR pw

Equipped throughout with a full range of entertainment features and modern technology including zero speed stabilizers, WiFi, iPod stations and stereo systems. Special feature: the double and the twin cabins can be conveniently converted into a VIP by sliding back two dividing panels. Upper deck lounge provided with a professional DJ station, bar, alfresco dining area up to 12 guests.
Please contact your nearest office for further details.

FRASER YACHTS

FOR CHARTER IN THE MEDITERRANEAN



DRAGON

41m (134') | Palmer Johnson | 2007 | 135,000 EUR pw

There is only one adjective that truly describes her: Amazing! The performance of DRAGON's crew will prompt you to book her again before you've said your farewells. Design, performance and luxurious outdoor relaxation areas including a hot tub on foredeck.

Please contact your nearest office for further details.





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FOR CHARTER IN THE MEDITERRANEAN







TOUCH

37m (120') | Custom Built | 2004 | 75,000 USD pw

TOUCH has 4 King staterooms with the master located on the upper deck and a Jacuzzi located on the main deck. The gorgeous elegant interior is accented with gold leaf, Lalique glass and Baccarat fixtures making TOUCH one of the most luxurious charter yachts on the market today.

Please contact your nearest office for further details.

FRASER YACHTS

FOR CHARTER IN NEW ENGLAND



IMPETUOUS

37m (120') | Crescent Custom Yachts | 2004

60,000 USD pw

Good things come in pretty packages. This lovely yacht accommodates 8 guests sleeping in 4 splendid staterooms. The spacious upper deck initiates fun starting from the barbeque bar to the Jacuzzi then relaxing on the sun pads.

Please contact your nearest office for further details.





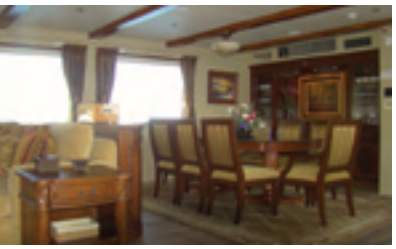
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CRYSTAL II

36m (117') | Custom Built | 2009 | 70,000 USD pw

Welcome home! The main salon and dining area connect with the spacious aft deck visually creating a large open area. Convertible sky lounge with bar and three guest staterooms invite you in.

Please contact your nearest office for further details.

FRASER YACHTS

FOR CHARTER IN THE MEDITERRANEAN



HIGHLAND BREEZE

34m (112') | Nautor Swan | 2002/2008

52,000 EUR pw

Experience pure luxury and pure sailing onboard HIGHLAND BREEZE. Whether you are relaxing in port, cruising over the ocean or racing at speeds of 15 knots you are in capable hands with the experienced and professional crew of five.

Please contact your nearest office for further details.





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Palma	+ 34 971 700445
Seattle	+ 1 206 382 9494
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FOR CHARTER IN THE MEDITERRANEAN







SARITA SI

39m (127') | CRN Ancona | 1973/2009 | 80,000 EUR pw

Beautifully refit classic yacht with all the modern amenities such as zero speed stabilizers. Leisurely cruise like yesteryear while soaking in the Jacuzzi.

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801 Seabreeze Boulevard
Fort Lauderdale, FL 33316

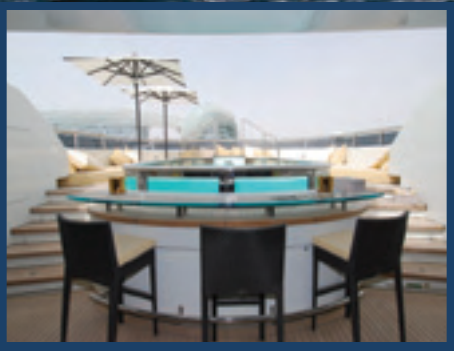
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ROMA, 202'9" VIAREGGIO SUPERYACHTS

ROMA is a state of the art accomplishment, as the first of its kind ever to meet the strictest standards by ABS for Environmental Safety! In September 2009, ROMA received the coveted "GREEN STAR" Award, the highest attainable. Designed by Espen Oeino with interior by Newcruise and Gehr, ROMA is the unrivaled superyacht ahead of her time. Featuring six lavish suites boasting a full beam, main deck master with amazing 270° forward panoramic view, three en-suite guest accommodations on same deck, a great VIP suite on the bridge deck and a sixth very private guest suite on lower. World Class equipped with an elevator, massive sundeck, luxurious pool, gym, (3) diesel tenders and a full complement of the most incredible aquatic toys imaginable. ROMA, a veritable floating palace in any desired global destination.

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151' NORTHERN MARINE

- 5 Staterooms / Maindeck Master
- Caterpillar Main Engines
- ABS Class / MCA Compliant
- Stunning World Class Interior
- Immediate Delivery Available
- Three More Fantastic Northern's Available!
- 151' 2007 CAT Powered- Light Use!
- 151' 2008 MTU Powered- Like New!
- 152' 2005 CAT Powered- Custom Interior



CACIQUE, 120' CHRISTENSEN

- 4 En-Suite Staterooms / 8 Guests
- Full Beam Master / On Deck VIP
- Clean Contemporary Style
- 4000nm Range / CAT Engines
- Built to ABS Class
- Full Walk-Around Decks
- Sundeck with Jacuzzi
- State of Art Navigation and Electronics
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COCO LOCO, 124' BROWARD

- 5 Luxurious En-Suite Staterooms / Main Deck Master
- Flybridge with Hardtop, Sunbed, Jacuzzi & Grill
- Custom Teak Swim Platform with Concealed Storage for 2 Waverunners and Crane
- Zero-Speed Stabilizers

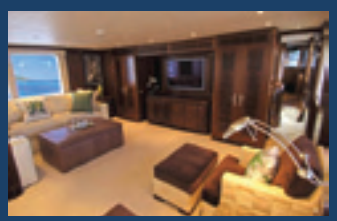






Not for sale or charter to US residents while in US waters

MONTE CARLO, 132' AMELS





- Fabulous Dutch Classic Yacht - Refit in 2008
- Four Staterooms / 8 to 10 Guests
- 2 Master Staterooms - One on Maindeck
- Full Walk-Around Teak Decks on Every Level
- Commercial Classification / MCA

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VITA, 150' TRINITY

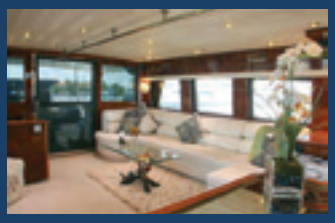
- Sleeps Twelve in Five Staterooms
- Full Beam Main Deck Master w/ Separate Baths
- Twin CAT 3512B Main Engines
- 17 knot Cruise Speed / 3000nm Range @ 12.5 knots
- Quantum Zero-Speed Stabilizers







DYNASTY, 80' NOVA MARINE





- 3 "Master" Suites plus One Guest Suite
- Caterpillar Main Engines
- Major Price Reduction
- Trades Considered / CASH IS KING!
- Gorgeous Like New Interior

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112' WESTPORT

- 4 Staterooms / Sleeps 8 Guests
- Flybridge with Hardtop, Bar, Grill & Jacuzzi
- Built in 2002 / New Interior 2009
- Desirable Layout with Salon Bar
- Not for sale or charter to US residents while in US waters.



PRINCESS HANNAH, 110' CRESCENT

- Four Luxurious En-Suite Staterooms
- New Fiberglass Hardtop / Jacuzzi
- New Framless Windows & Paint in 2005
- Spacious Aft Deck with Flatscreen TV
- SEE AT OUR BAHIA MAR OFFICE



DAYDREAM IV, 92' HATTERAS

- STOP! WORLDS BEST BUY!
- Four Luxurious En-Suite Staterooms
- New 18' Jet Tender and Low Profile Davit
- Only 800 Original Engine Hours
- Only $2,950,000! Better Call Now!



MEGABYTE, 58' WESTBAY

- Three Stateroom Layout Sleeps 6
- Fully Enclosed Custom Factory Flybridge
- Cockpit with Transom Door & Built-In Live Well
- Large Swim Platform with Hot/Cold Shower
- Recent Price Reduction -Now Asking $499k

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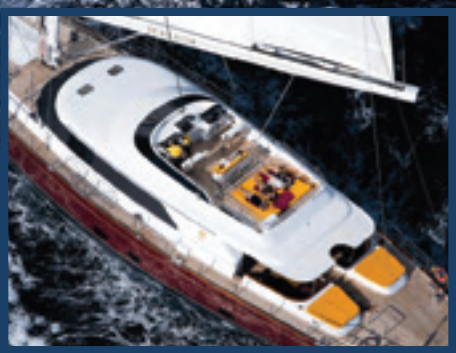
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HELIOS, 148'6" PERINI NAVI

Spectacular Ron Holland design, state of art equipped for performance with finger touch control operation of all sails, dual Hundested thrusters, retractable centerboard keel, hydraulic swim deck and hull shell door, steel hull, aluminum superstructure & mast, teak decks, Caterpillar C32 main propulsion, 4100 nautical mile range at 10.5 knots, 13.5 knots max, (2) Caterpillar 68 KW and (1) Caterpillar 38 KW electrical generators, ASEA 60 KW shore power converter, (3) crew cabins for 6 persons. The incredible equipment list is too extensive to list here... Cruise the world oceans in uncompromised luxury and style with 5 fully appointed owner & guest suites for up to 13 owners party. HELIOS is the finest late model large sloop available in the world and the most attractively priced! Please call Joe Killian for details.

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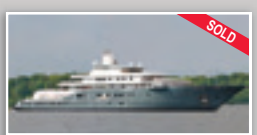
500′ +/- CONFIDENTIAL



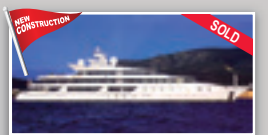
454′ RISING SUN



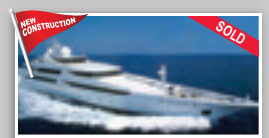
377′ PELORUS



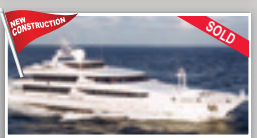
361′ DARIUS



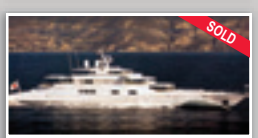
311′ AL MIRQAB



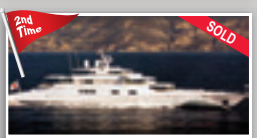
262′ CONSTELLATION



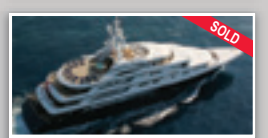
262′ STARGATE



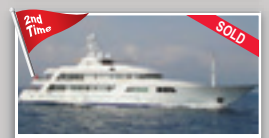
244′ ECO



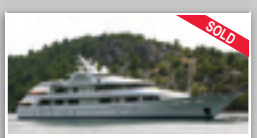
244′ KATANA



230′ REVERIE



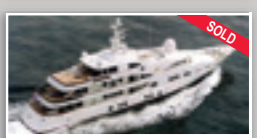
204 CAKEWALK



203′ RASSELAS



203′ ANDALE



203′ AVIVA



203 +/- CONFIDENTIAL



197′ AVIVA II



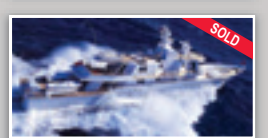
194′ LADY SHEILA



194′ PEGASUS



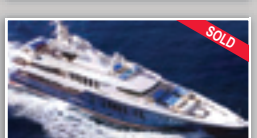
194′ ALTAIR



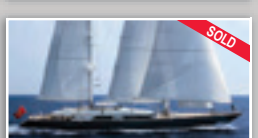
192′ IZANAMI



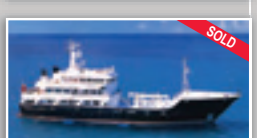
186 +/- CONFIDENTIAL



185′ SYCARA III



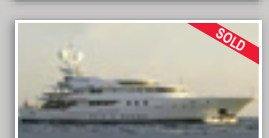
184′ SANTA MARIA



184′ SAMANTHA LIN



183′ FB234



181′ SOUTHERN CROSS III



180′ CORRIE LYNN



180′ MIA ELISE



180′ SEA SEDAN



180′ CLAIRE



175′ LITTLE SIS



173′ DESTINY



173′ DESTINY LANGKAWI



170′ DEJA TOO



170′ DREAM



168′ LEOCRIE III



168′ MYLIN



168′ INTREPID II



168′ ENTERPRISE V



165′ ACCOLADE

163′ THUNDER

163′ JEFFERSON BEACH

163′ BARBARA JEAN

163′ BRAVEHEART

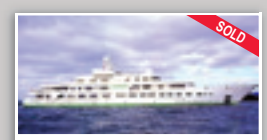
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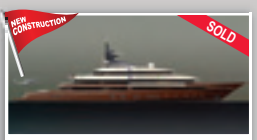
302′ EVERGREEN



288′ LE275



282′ ECSTASEA



282′ OCEANCO Y706



280′ +/- CONFIDENTIAL



212′ NIRVANA



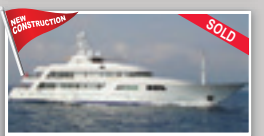
212′ MY SHANTI



205′ ANTHELION



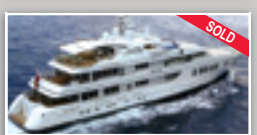
205′ LADY LOLA



204′ CAKEWALK



200′ SECRET



200′ LIONESS



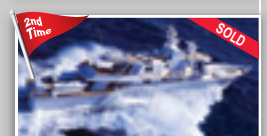
200′ MYLIN IV



197′ AMBROSIANA



197′ ALFA FOUR



192′ RONIN



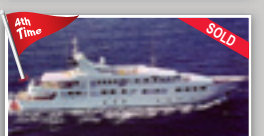
192′ OCTOBER ROSE



192′ SAKURA



192′ LIBERTAD



192′ OCTOBER ROSE



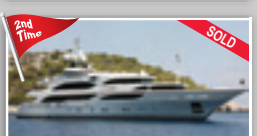
183′ LADY SHEILA



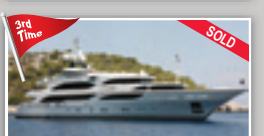
183′ FB225



183′ FALCON



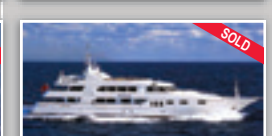
183′ ALLEGRO



183′ ALLEGRO



180′ TITS



177′ SEAHAWK



177′ AMBROSIA



175′ KISSES



175′ MERLIN



170′ ALFA



170′ MIDLANDIA



170′ ACCLAIM



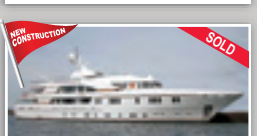
170′ GOLDEN BAY



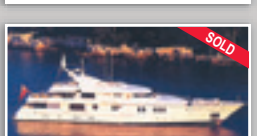
170′ LADY IN BLUE



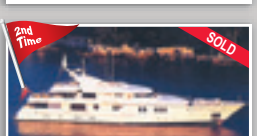
165′ LADY S



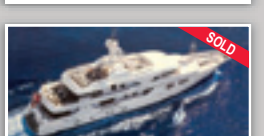
164′ H&H



164′ TIGRE DOS



164′ TEDDY



164′ MALIBU

163′ ACHIEVER

163′ INDIAN ACHIEVER

162′ ANDALE

162′ ANDALE

160′ PRIMADONNA

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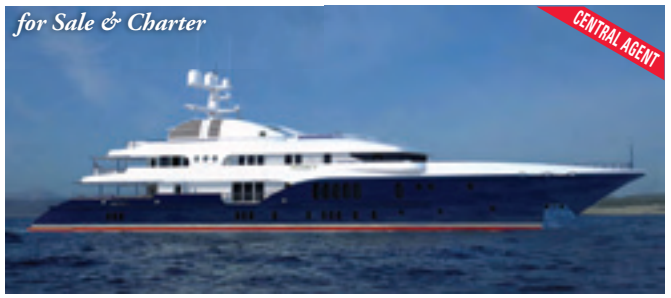
296′/90M Corsair 2008 **NERO***



269′/82M Oceanco 2007 **ALFA NERO***



258′/79M Royal Denship 2003/06 **PRINCESS MARIANA***



223′/68M Nobiskrug 2010 **SYCARA V***

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CUSTOM YACHT DIVISION JOHN COHEN | CROMWELL LITTLEJOHN | BASSAM CHAHINE

KURT BOSSHARDT | DIRK JOHNSON | BILL RUDKIN



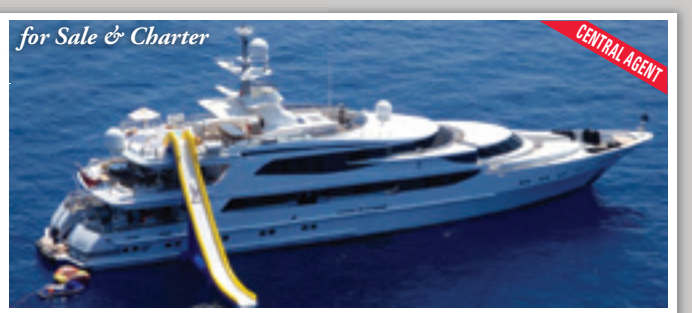
214′/65M Feadship 2009 **TRIDENT***



205′/63M Icon 2009 **ICON***



204′/62M Feadship 2000/07 **FORTUNATO***



168′/51M Oceanco 1997/2007 **LAZY Z***

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162'/49M Christensen Motoryacht, 2010 "REMEMBER WHEN"

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SUN DECK



MAIN SALON

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210′/64M Perini Navi 2003 FELICITA WEST*



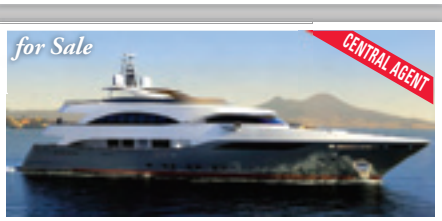
199′/61M Columbus 2012 NEW CONSTRUCTION*



193′/59M Austal 2007 OUTBACK*



192′/58M Australian Yacht Builders 1991/09 ISLANDER*



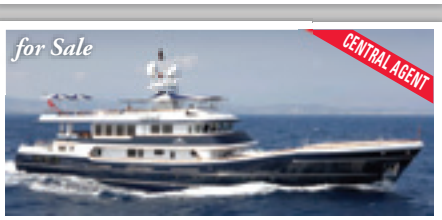
177′/54M Columbus 2010 NEW CONSTRUCTION*



174′/53M Proteksan Turquoise 2008 VINYDREA*



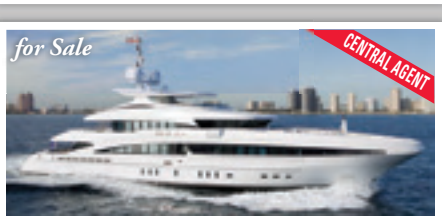
170′/52M Benetti 2001/09 QUANTUM OF SOLACE



164′/50M Schweers 1986/08 SHANDOR*



164′/50M Hakvoort 2006 JeMaSa*



164′/50M Heesen 2008 MAN OF STEEL*



157′/48M Christensen 2007 SCOTT FREE*



157′/48M Christensen 2006 THIRTEEN*



157′/48M Christensen 2007 LADY JOY



154′/47M Heesen 2008 ELANDESS II*



154′/47M Perini Navi 1990/06 ANDROMEDA LA DEA*



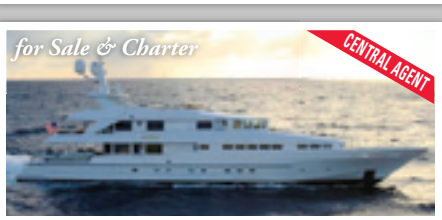
152′/46M Perini Navi 1991 ANTARA*



150′/45M Trinity 2003 MY IRIS*



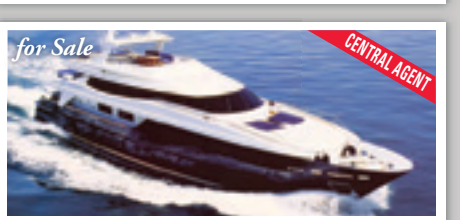
147′/45M Feadship 2010 F45 VANTAGE*



145′/44M Heesen 1990/09 AT LAST



143′/44M Heesen 1997/08 SEDATION*



138′/42M Baglietto 2003 BLUE SCORPION*

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132′/40M Heesen 1992/06 MIRAGE*



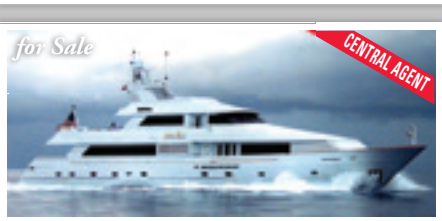
130′/39M Mangusta 2005/09 LADY SHEILA II*



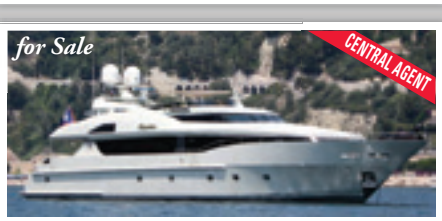
128′/39M Oceanfast 1990/08 BEELIEVER



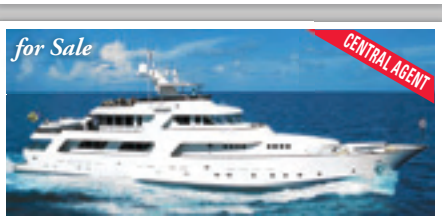
126′/38M Christensen 1992/09 EMERALD ISLE



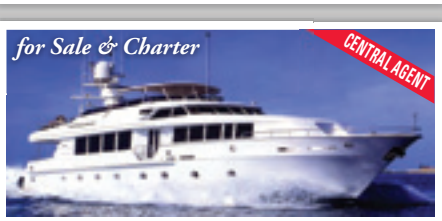
125′/38M Broward 1989/03 SHOWTIME



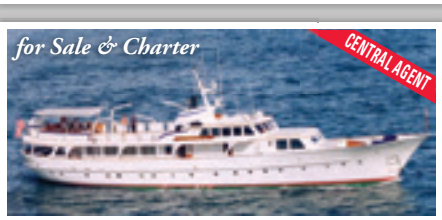
123′/37M Palmer Johnson 2005/09 TEMPTATION



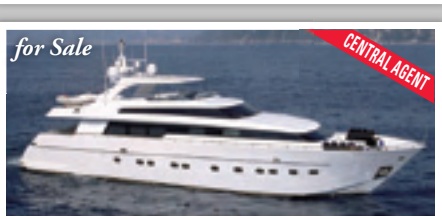
122′/37M CRN 1978/08 LADY EVA*



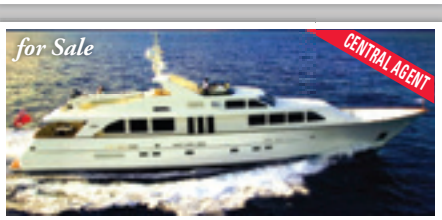
118′/36M Intermarine 2000 SAVANNAH



116′/35M Feadship 1970/08 UTOPIA II



108′/33M San Lorenzo 2007 PETRUS*



106′/32M Burger 2004 WOW



105′/32M Mangusta 2000 HAMSA*



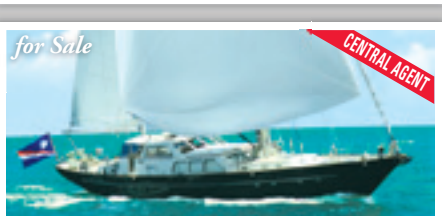
102′/31M Broward 1984/05 LIQUIDITY



96′/29M N.E. BOAT WORKS 2003 VAKOMAANO*



95′/29M Intermarine 2001 KRISHELLE



92′/25M Palmer Johnson 1985/08 IRISHMAN



88′/27M Rayburn Custom 2004 LADY VICTORIA



88′/27M Pershing 2003 JK*



86′/26M Hatteras 2002 SPHEREFISH



72′/22M Merritt Sportfish 2002 PROMISE



51′/15M Dettling 2002 PADDY WAGON

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DELICIOUS 117'6" (36M) HATTERAS 1993/1994. 4 SR'S
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CARPE DIEM 150' (46M) TRINITY 2002. 5 SR'S
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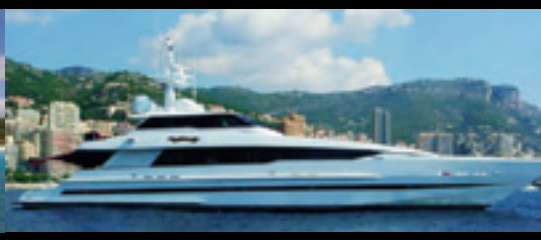
DOMANI 145' (44M) BENETTI VISION 2004. 5 SR'S
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PENNY MAE 138' (42M) RICHMOND 2004/09.
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RED SAPPHIRE 128' (39M) HEESEN 1999. 5 SR'S
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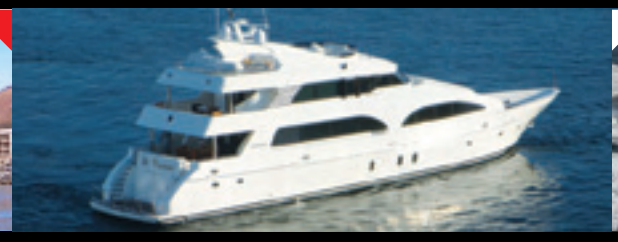
VICTORIA DEL MAR 121' (37M) MOONEN 2001.
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ANCORA 111' (34M) LEOPARD 2007. 4 SR'S
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105' Crescent 2001
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Camm Moore, C.A.



92' Crescent 2002
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92' Tarrab 2002
Andrew Miles, C.A.



92' Broward MY 1989
Mark Peck, C.A.



85' Pacific Mariner 2008
Claude Racine, C.A.



82' Jefferson 2004
Andrew Miles, C.A.



80' Hatteras FBMY 2006
Chris June, C.A.



80' Hatteras 2007
Mark Peck/Claude Racine, C.A.'s



74' Jones-Goodell Pilothouse MY 1990
Bryan Long/Scott Hauck, C.A.'s



74' Hatteras SD 2000
Andrew Miles, C.A.



74' Hatteras 1998
Mark Peck, C.A.



70' Queenship 2002
Camm Moore, C.A.



68' Sea Ray 2005
Chris June, C.A.



66' Ocean SF 1999
Bryan Long, C.A.



65' Pacific Mariner 2009
Claude Racine, C.A.



65' Pacific Mariner 2001
Andrew Miles, C.A.



64' Grand Banks Aleutian 2005
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43 feet to over 46 meters

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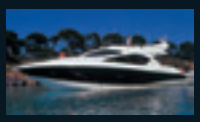
THE APPROVED SPECIALIST

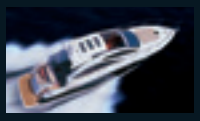
Nautikos Group have delivered over 35 new Sunseeker motor yachts to customers in the past 18 months and have orders to be delivered in the next 12 months totaling more than 2000 ft. A few are listed below.

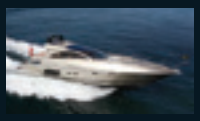

48 Portofino
Sold
Winter 2010

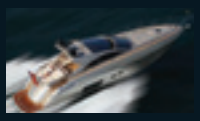

48 Portofino
Sold
Winter 2010

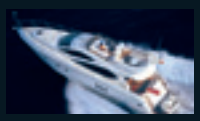

52 Manhattan
Sold
Autum 2010


52 Manhattan
Sold
Spring 2011

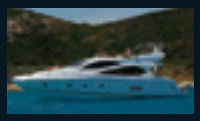

52 Predator
Sold
Summer 2010


60 Predator
Sold
Spring 2010


60 Predator
Available
Autum 2010

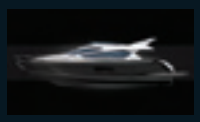

60 Manhattan
Sold
Summer 2010


60 Manhattan
Sold
Summer 2010


60 Manhattan
Sold
Summer 2010

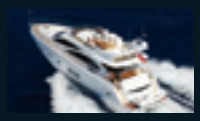

63 Manhattan
Sold
Autum 2010

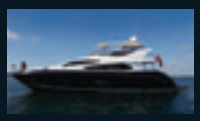

63 Manhattan
Sold
Winter 2010


63 Manhattan
Sold
Spring 2011


64 Predator
Sold
Summer 2010


70 Manhattan
Sold
Summer 2010


70 Manhattan
Sold
Autum 2010

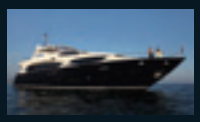

80 Yacht
Sold
Summer 2010

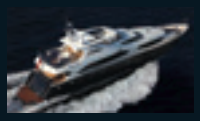

80 Yacht
Sold
Winter 2010


84 Predator
Sold
Winter 2010

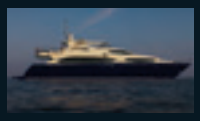

88 Yacht
Sold
Winter 2010

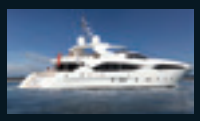

30 Meter
Sold
Summer 2010


34 Meter
Sold
Spring 2010


34 Meter
Sold
Summer 2010


34 Meter
Sold
Winter 2010


34 Meter
Sold
Spring 2011


130 Predator
Sold
Spring 2011


40 Meter
Sold
Spring 2011

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Nautikos Ft Lauderdale | 1535 SE 17 Street | Suite 123 | Fort Lauderdale | Florida 33316 USA | Tel. 954 868 1933
Nautikos Mexico | Fuente de Piramides #1-207 | Lomas de Tecamachalco | Naucalpan, Estado de Mexico 53950 | Tel. (52-55) 5589 80 62

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88' FERRETTI FLYBRIDGE MOTORYACHT 2005

Gorgeous four stateroom plus crew motoryacht with speeds up to 30 knots. Jet ski garage aft turns into a "teak beach". Very low hours, stored undercover. Shows beautifully. Mitsubishi ARG "at rest" stabilizer system. Call Jeff Stanley, Central Agent 954-249-0360.



83' BURGER CUSTOM EXTENDED MY 1969

Three staterooms plus redesigned Crew Quarters and new Country Kitchen Galley, custom walk-behind entertainment bar in Salon, MCA Certified, recent gensets, exterior paint, Twin 720 hp MAN power. Striking yacht with a fine value-a buying opportunity. Call J.J. McConnell, Central Agent.



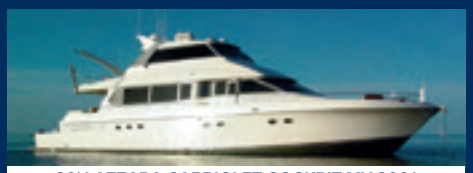
65' PACIFIC MARINER MOTORYACHT 2006/07

Truly, a unique opportunity! Twin MTU 825 hp mains with 310 original hours, custom Flybridge with gas grill, three en suite staterooms, traditional Mahogany paneling interior, stabilizers, bow thruster, walk-in Engine Room. Asking $1,495,000. Call Wayne Cannava, Central Agent.



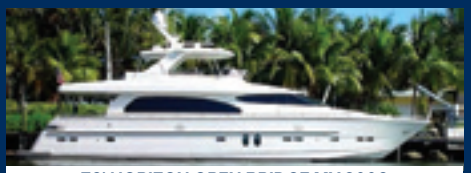
62' CUSTOM NEPTUNUS FLYBRIDGE MY 2008

This second time Neptunus owner seized the opportunity to customize and did so in a BIG WAY. The Flybridge, main deck and owner's cabin layout were all refined to perfection. Proven 1000 hp CATs, legendary ride and air conditioned Bridge remained the same. Pristine condition! Call Jeff Stanley, Central Agent.



80' LAZZARA CABRIOLET COCKPIT MY 2001

3 staterooms + 2 double crew cabins, day head, country kitchen, salon w/spacious entertainment bar area, 1150 hp MTU mains. Maintained to the highest standards. Perfect Caribbean cruiser. Reduced substantially. Call J.J. McConnell, Central Agent.



76' HORIZON OPEN BRIDGE MY 2006

Quiet MTU CRs-under 400 hours, hide-away lower helm, 4 staterooms plus crew aft, country kitchen, Euro-transom. Add'l models available: 74' 2000 w/lower helm; 70' 2000 w/large aft deck &, thrusters; 62' 2003 Sport Yacht. Call Joe Majcherek, Central Agent.



HATTERAS MOTORYACHT OPTIONS

75'	1988	(photo) large aft deck, cockpit, reduced Call Jeff
70'	1989	rebuilt mains, cockpit, 4 SR + office Call Jeff
61'	1983	custom lower deck–larger SR + Day Head Call Wayne
43'	1986	raised pilothouse, complete upgrade 2003 Call Wayne



66' GRAND ALASKAN FLUSH DECK 2005

T/700 hp CATs, stabilizers, bow thruster, large bridge w/hardtop, sky bar and grill, office/crew cabin, private master, custom main deck w/day head, extra large aft deck, no exterior teak. Excellent for entertaining. Call Wayne Cannava, Central Agent.



65' NEPTUNUS FLYBRIDGE MY 2000

T/3412 CATs-cruise 25 knots, bow thruster, hardtop w/enclosed Bridge & AC. Euro-styling roomy layout, 3 SRs w/en suite Heads, Country Kitchen w/large dinette, huge Bridge, walk-around decks, open air Aft Deck. New to the market. Call Wayne Cannava, Central Agent.



65' JOHNSON-HIGH TECH MOTORYACHT 1994

Cruise in comfort at 24 knots with Naiad stabilizers. Four staterooms plus crew for two. Great outdoor spaces including fore deck, aft deck and flybridge. All new soft goods inside and out in 2008. For full specifications, call Jeff Stanley, Central Agent at 954-249-0360.



63' BERTRAM SPORTFISH 2005

Low hours on 1676 hp CAT C-32s, 4 cabin/3 head layout, beautiful satin finish cherry interior, twin gensets, Pipewelder's tower, ice chipper drops ice into drink box, exterior FBG spiral staircase leads to bridge. Recent $ reduction. Call Jim McKee, Central Agent.



66' INLET BOATWORKS SPORTFISH 2004

Comfortable Carolina ride, major upgrading 2009: mezzanine, teak cockpit, hardtop, paint and galley/salon remodel. Fiberglass construction with 19'+ beam, shallow draft & 12 cyl. MTU power. Call Joe Majcherek, Central Agent.



43' SPENCER 2007 WITH IPS DRIVES

Minimal bow rise underway offers great visibility, sea keeping and dry ride. 2-stateroom Anegre wood interior is amazing for a boat this size plus notable range and economy, thanks to IPS. Reduced asking price, $995,000. Call Joe Majcherek, Central Agent.

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GILMAN YACHTS™

since 1968









76' SPENCER YACHTS SPORTFISH 2006

The largest vessel built by Spencer in NC, this boat with 22' beam is in a class of its own. 2400 hp MTU CRs with underwater exhaust and 3150 gallons fuel. Huge salon is great for entertaining with gorgeous granite countertops and island bar/galley. Full beam master stateroom with separate exercise room, air conditioned mezzanine and giant sized teak cockpit. Includes 17' Dolphin Bonefish Skiff. First time offered. Call Joe Majcherek or Eddie Wimbrow.

www.gilmanyachts.com









74' STEPHENS PILOTHOUSE MOTORYACHT 1982

Built by Stephens Marine in Stockton, CA of all aluminum construction, TAMAROA has been continuously updated and maintained to meticulous standards. Appealing Mahogany paneled interior, flawless engine room, dependable 650 hp 12V71 TI's with only 1875 original hours, upgraded digital stabilizers and strong sea-kindly hull, make TAMAROA a pleasure to cruise and own. Asking $895,000. Call 954-646-5099 Wayne Cannava, Central Agent, for complete details.

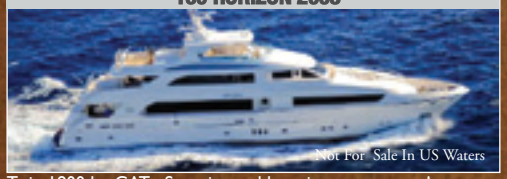
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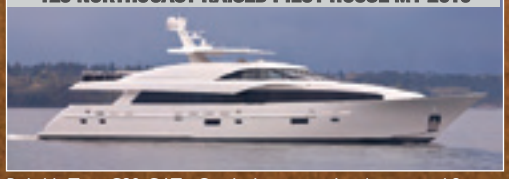
Select Yachts

130 HORIZON 2008



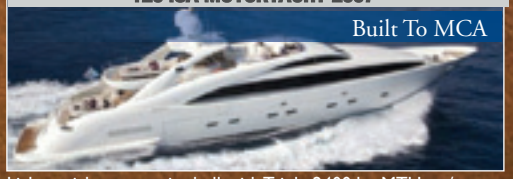
Twin 1800 hp CATs. Stunning and luxurious, a must see! Contact Mack Carroll

125 NORTHCOAST RAISED PILOT HOUSE MY 2010



Reliable Twin C32 CATs. On deck master plus 4 guest and 3 crew cabins. Terrific sun deck. Contact Mack Carroll

120 ISA MOTORYACHT 2007



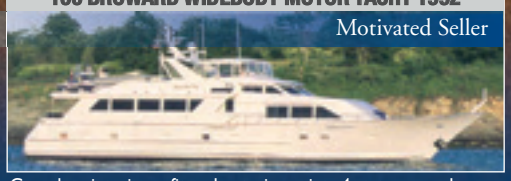
Light weight composite hull with Triple 2400 hp MTUs w/ water-jets. Speeds to 36 kts. 10 guests in 3 SR. Contact Brad Nelson

100 AZIMUT JUMBO 2000



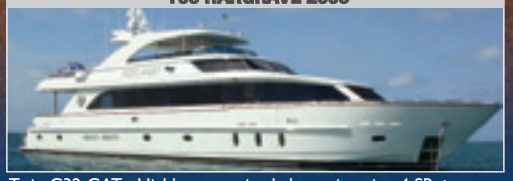
Four stateroom plus crew, country kitchen. Tender, garage for toys. Contact Central Agent, Joe Marino

100 BROWARD WIDEBODY MOTOR YACHT 1992



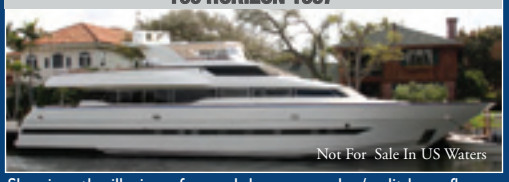
Complete interior refit and exterior paint. 4 stateroom plus crew. Huge salon. 500 hrs. Contact Mack Carroll

100 HARGRAVE 2009



Twin C32 CATs. Highly customized cherry interior. 4 SR + crew. Flybridge w/ retractable top & Jacuzzi. Call C.A. Joe Marino

100 HORIZON 1997



She gives the illusion of a much larger vessel w/ split lever floor plan & full beam master. 4 SR plus crew. Call C.A. Joe Marino

96 HARGRAVE 2008



4 stateroom plus crew. Elevator to all 3 levels. One of a kind! New listing. Contact Central Agent, Joe Marino

87 JOHNSON SKYLOUNGE 2008



Twin C-30 CATs. Wide beam creates voluminous interior. 4 staterooms plus crew. Contact Brad Nelson

82 HORIZON 2001



Twin 3412 CATs. 4 staterooms include full beam master suite. Crew for 2. Many custom upgrades. Contact Trevor Carroll

72 RAYBURN MOTORYACHT 2005



T-1050 hp MANs. 3 staterooms plus crew. Open galley. Captain maintained. Contact Central Agent, Joe Marino

70 MAIORA MOTORYACHT 1996



Classic Italian 3 stateroom plus 3 crew. SAT TV, bow thruster, Twin 18.5 kw gens. Full eisenglass enclosure on f/b. Call C.A. Joe Marino

65 PACIFIC MARINER 2002



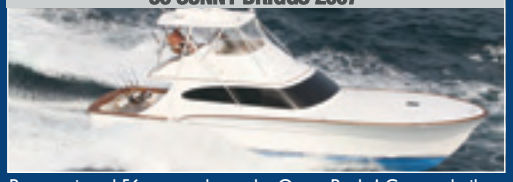
3 spacious staterooms with ensuite heads. Always captain maintained. Elegant, comfortable, practical. Call C.A. Joe Marino

65 PRINCESS 2002



Twin 1050 hp MANs. 4 Staterooms. Electrical system for European or U.S. use. Excellent condition. Contact Trevor Carroll

56 SUNNY BRIGGS 2007



Best equipped 56 to ever leave the Outer Banks! Custom built Carolina SF A must-see for serious fishermen. Trevor Carroll

56 VIKING SPORTFISH 2005



Three stateroom layout, custom electronics. Many custom features make her the perfect fishing vessel. Contact Ed Biggie

54 OFFSHORE MOTORYACHT 1999



Twin 660 hp CATs, only 990 hours. Two stateroom layout. Absolutely pristine. Best value on market. Contact Brad Nelson

50 AZIMUT 2005



Twin CAT C-12s w/ low hours. Three stateroom plus crew. Passerelle, full electronics package. A head turner! Gregg Silver

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Since 1959

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Pre-Owned Sunseekers

108 SUNSEEKER PREDATOR 2008



Triple 2400 hp MTUs w/ Arneson drives, 4 SR/4 crew, Fast 38 kt. Cruise!. Loaded w/ options. Call Rick Obey

105 SUNSEEKER YACHT 2005



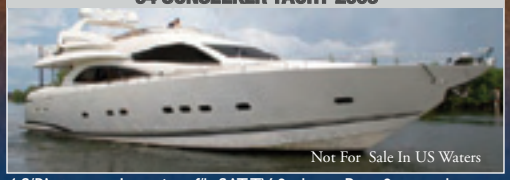
Twin 2000 hp MTUs. 4 staterooms plus crew. Black & silver hull. Complete refit 2008. Contact Rick Obey

100 SUNSEEKER PREDATOR 2004



Triple 2000 hp MTUs. 4 stateroom plus crew. Cruise 40 kts. Complete refit 2008. Blue hull. Contact Central Agent, Rick Obey

94 SUNSEEKER YACHT 2003



4 S/R's + crew. Jacuzzi on f/b. SAT TV & phone. Bow & stern thruster. Captain maintained. New teak decks & int. décor. Call C.A. Joe Marino

90 SUNSEEKER YACHT 2007



Twin 1800 hp CATs. Stabilized. MCA qualified. Garage for toys. No expense spared. Call Aaron Pepper or Rick Obey

82 SUNSEEKER PREDATOR 2006



The ultimate sports cruiser. Accommodation for 8, speeds to 43 kts. on shallow draft w/ her Arneson engines. Herb Bopp

82 SUNSEEKER PREDATOR 2005



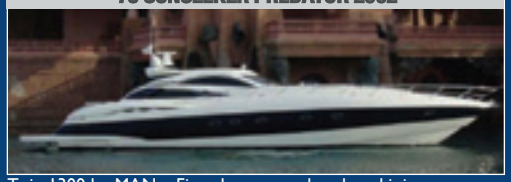
CAT C30s, 1650 hp. Low hours. Bow, stern thrusters, teak decks. Lying Mexico. Contact Central Agent, Joe Marino

75 SUNSEEKER YACHT 2005



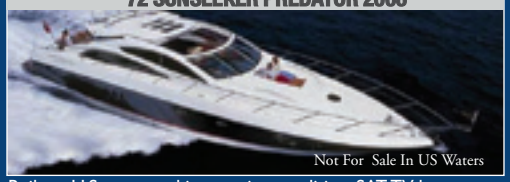
Twin 1500 hp MANs, 4 stateroom/4 head plus 2 crew. Cherry-wood interior. Contact Central Agent, Joe Marino

75 SUNSEEKER PREDATOR 2002



Twin 1300 hp MANs. Fine cherry woodwork and joinery, expansive deck area. Contact Rick Obey

72 SUNSEEKER PREDATOR 2006



Built to U.S. specs and in stunning condition. SAT TV, bow thruster, hydraulic platform. Contact Rick Obey

68 SUNSEEKER PREDATOR 2004



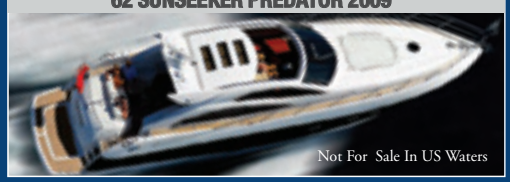
1300 hp MANs, just completed 1000 hours service. Freshwater, undercover for 2 years. Highly customized. Call C.A. Joe Marino

64 SUNSEEKER MANHATTAN 2002



Dark blue hull, frequency converter. SAT TV/phone. Superb condition. Reduced price. Contact Herb Bopp

62 SUNSEEKER PREDATOR 2009



1100 hp MANs. Black hull, stunning interior. Better than new. Contact Rick Obey

62 SUNSEEKER PREDATOR 2006



Twin 1100 hp MANs. High gloss cherry interior. Captain maintained w/ open checkbook. Contact Rick Obey

60 SUNSEEKER MANHATTAN 2007



Twin 810 hp CAT C-15s w/ very low hours. Satin cherry interior w/ blue hull. Spotless. Contact Randy Kires

New To Market

76 PERSHING 2004



Twin 2000 hp MTUs cruise an impressive 40 kts. Captain maintained and sure to impress. Contact Brent DeSellier

74 FAIRLANE SQUADRON 2010



Twin CAT C-32s. 4 stateroom plus 2 crew. Stunning woodwork, underwater lights, bimini top. Upgrades! Call C.A. Rick Obey

61 VIKING SPORT CRUISER 2005



Preferred 3406E CATs w/ warranties til 2012. 3 SR + 3 head layout w/ dark cherry interior. Gorgeous! Contact CA Dennis Rhodes

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154' ADMIRAL MARINE 1998. 5 owner & guest S/Rs with full beam master. Formal dining salon. Upper deck & saloon w/large aft deck. Superior sundeck & open spaces. Dual tenders & garage. CAT machinery. ABS fiberglass construction. Fabulous charter resume. For Sale & Charter. **CA Lon McCloskey in PB.**



151' TACOMA 1993/2008. Major $6M refit in 2008 to include Quantum Zero stabilization, all new teak decking, new galley & all new mechanical systems. Accommodations include huge on deck master & 4 en-suite king S/Rs. Truly pristine throughout. **REDUCED. CA Dean Young in PB.**



102' FALCON 2006. Five en-suite S/Rs for owners and guest plus five berths for crew. Excellent charter or corporate entertaining potential. Motivated 3 boat owner! Also 100' Falcon 2005. **CA Charles Blickle in FTL.**



95' HORIZON 2007. Absolutely NEW condition with less than 200 hours on 1650hp CATs. Designed by experienced Yachtsmen and their longtime captain. No expense spared in her construction and exceptional upgrades. **CA Dean Young in PB.**



82' HORIZON 2006. 1550hp C-30 CATs, twin Northern Lights 32kw gen sets. Very nice 4 S/R layout plus crew & country galley w/forward dinette. This one has all the best equipment & options. **CA Larry Masterman in PB.**



76' AZIMUT 1988. Low hours on 1050hp MAN diesels. Twin 28kw Onan gen sets. Stored under cover in Kentucky fresh water lake. New paint, updated electronics, Naiad stb water maker and underwater lights. **CA Larry Masterman in PB.**



76' HORIZON 2005. Expertly maintained since new. C-32 1400hp CATs have under 1,000 hours, cherry interior is finished in high gloss and is beautifully decorated. Don't miss this "BETTER than New" Horizon. **CA Dean Young in PB.**

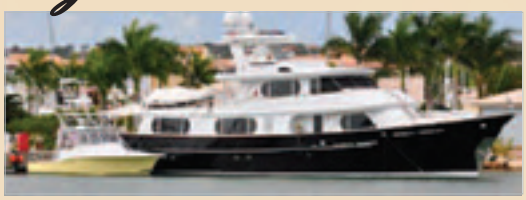


70' HORIZON 1999. Maintained to the highest standards. Engines rebuilt with under 400 hrs., all systems & electronics upgraded as necessary. Vessel in turn-key condition. **CA Dean Young in PB.**

Luxury Charters Worldwide



"ISLAND TIME" 105' BROWARD MOTORYACHT
Accommodates: 6 guests in 3 staterooms.
Location: Summer 2010 - Nassau, Bahamas



"BRAVO" 100' STEPHENS MOTORYACHT
Accommodates: 6/8 guests in 3 staterooms.
Location: Summer 2010 - Nassau, Bahamas



"CLOUD NINE" 105' CRESCENT COCKPIT MOTORYACHT
Accommodates: 6 guests in 3 staterooms.
Location: Summer & Winter 2010 - Bahamas

PALM BEACH: (561) 627-9500 www.marinegroup.com FT. LAUDERDALE: (954) 463-4300

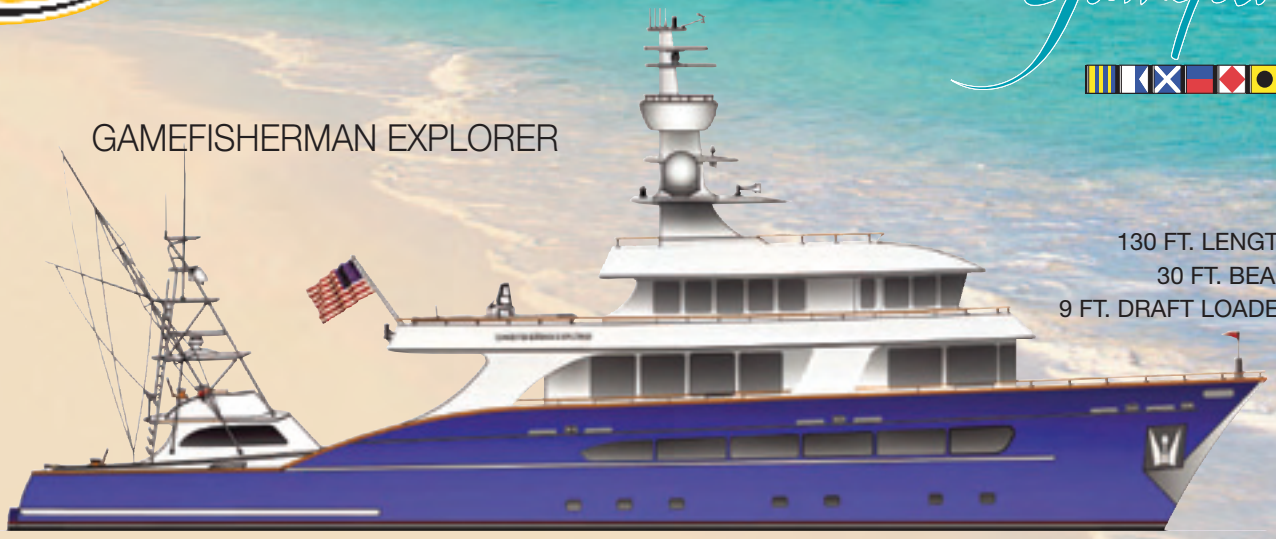
YACHT CHARTER DIVISION MANAGER: MARIAN WALKER (954) 463-4300 - MWALKER@MARINEGROUP.COM

The Marine Group

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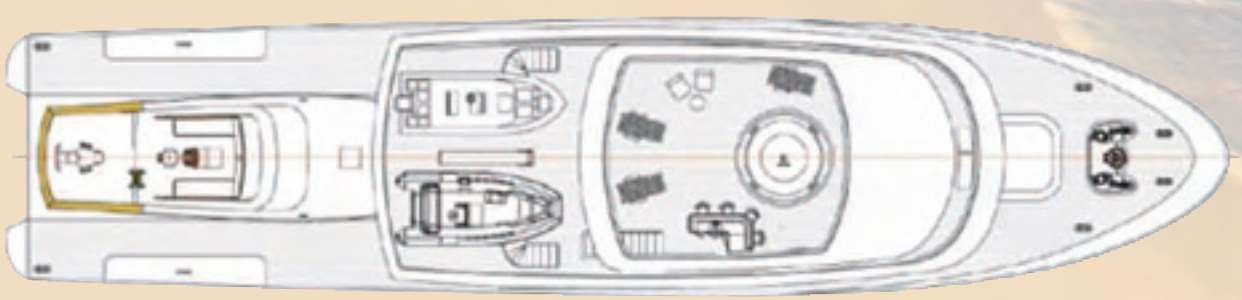
Gamefisherman

GAMEFISHERMAN EXPLORER



130 FT. LENGTH
30 FT. BEAM
9 FT. DRAFT LOADED

Designed by Erwin Gerards, EG Designs, LLC. Built by Gamefisherman, Inc.



A top quality mothership built and equipped to go anywhere anytime with your Gamefisherman sport boat on board. Simply off load in a remote destination and fish, then reload and go find a new hot spot... no marinas... no restrictions... no schedules! Just cruise, explore and fish.

LAYOUT BY DECK STARTING AT THE TOP:

SUN DECK: Jacuzzi, sun pad, teak lounge chairs, bar, and access to the crows nest in the signal mast.

BRIDGE DECK: Pilot house, captains cabin with head, captains office, sky lounge with day head and boat deck for two skiffs and a hydraulic crane.

OWNERS DECK: A private full beam owners stateroom with large head, dressing room, owners office, owners living room and breakfast area, and a private aft deck with bar and grill.

SALON DECK: Commercial galley with breakfast bar, large salon, formal dining room, library, and gym with sauna

BELOW: Four quest staterooms with ensuite heads, crew cabins and head, crew galley and lounge, and laundry room.

AFT: Engine room, generator and systems room, electrical control room, and tackle room.

WELL DECK: Becomes a 15 X 45 ft swimming pool when the sport boat is launched.

POWER
Twin 800 Cats
Twin 100 KW generators
Twin watermakers
Twin hydraulic windlasses

Zero speed stabilizers
All dual heavy duty systems
Fuel - 35,000 gals
Water - 2,500 gals



46' GAMEFISHERMAN
SPORT BOAT

The 46 ft. Gamefisherman Sport Boat will be set up for serious fishing featuring a very large cockpit with air conditioned mezzanine seating. The roomy deckhouse has an ample galley for noon meals. Rod storage and head are forward. All systems designed for maintenance free fishing. Boat will be set up to tow and refuel from the mothership.

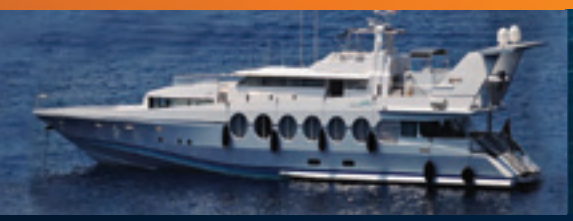
Built to commercial certification and classifications for durability and ease of maintenance. Yacht quality interior and yacht like appearance.

www.marinegroup.com

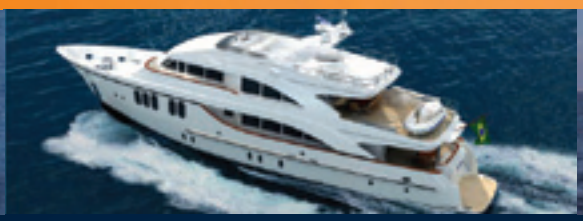
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Denison yacht sales

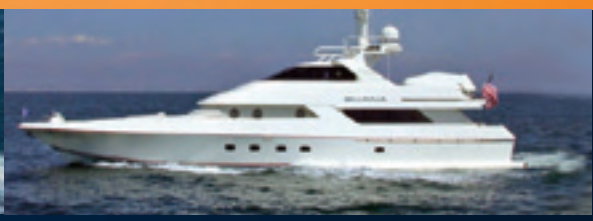
An American Yachting Family Since 1948



132′ Oceanfast 1990 · Spain · $3,900,000 · Bob Offer · 954.801.8300



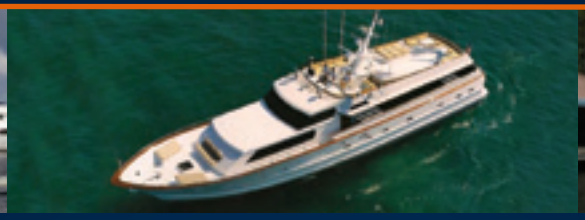
110′ Fittipaldi 2010 · Brazil · $12,975,000 · Ned Bruck · 305.282.4003



107′ Reagan · San Diego · $2,490,000 · Bob Leslie · 310.422.5883



104′ Destiny · Ft. Lauderdale · $6,900,000 · Bob Offer · 954.801.8300



98′ Broward · Antibes · 485,000 Euros · Justin Onofrietti · 954.770.5281



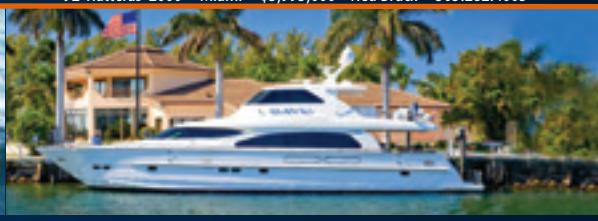
92′ Hatteras 2000 · Miami · $3,995,000 · Ned Bruck · 305.282.4003



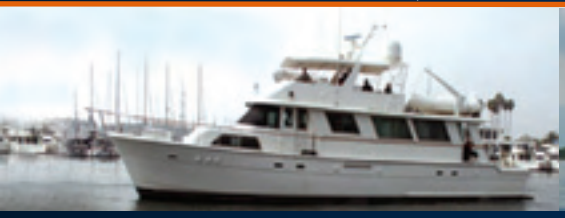
86′ Selene 2011 · Southeast U.S. Dealer · Kevin Frawley · 954.728.9550



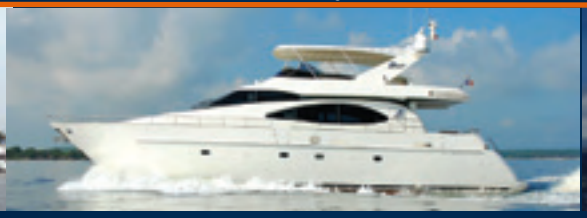
82′ Excel 2007 · Brazil · $2,300,000 · Jeff Sorgen · 954.224.8291



78′ Horizon 2005 · Ft. Lauderdale · $2,199,000 · Jim Mathews



72′ Hatteras 1981 · California · $495,000 · Bob Leslie · 310.422.5883



70′ Azimut 1999 · Panama · $1,395,000 · Bob Offer · 954.801.8300



66′ Oyster 2002 · Ft. Lauderdale · $1,700,000 · Nick Dykert



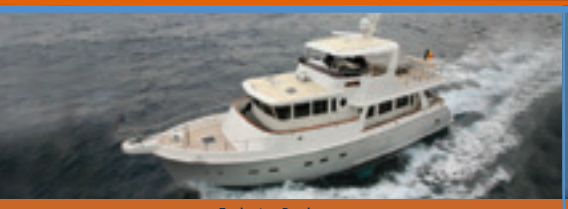
65′ Hatteras 1996 · Miami · $599,000 · Mike Kiely · 954.304.2768



63′ Sunseeker · Ft. Lauderdale · $299,000 · Kevin Frawley · 954.728.9550

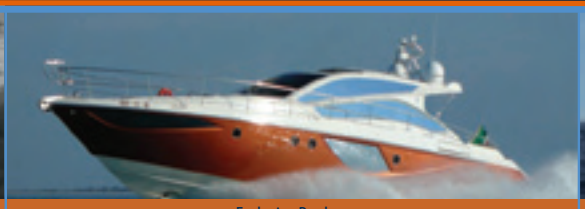


53′ Selene · Ft. Lauderdale · $895,000 · Bob Klein · 303.475.7651



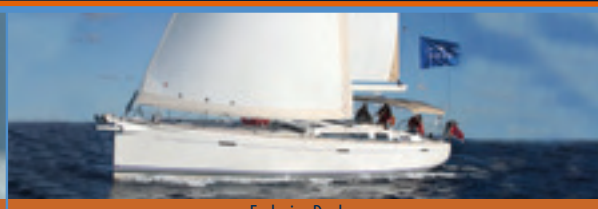
Exclusive Dealer

66′ Selene 2010 · Call for pricing
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64′ Cranchi 2010 · Arriving in U.S. Summer 2010 · Call for pricing
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Golden Rule

127' Feadship /$6,750,000
Steel Construction / Dutch-Built
26' Beam / 16V92 Detroit Diesels
5 Staterooms / On-deck Master

Fort Lauderdale / Justin Onofrietti
954.770.5281



Camelot

123' Royal Huisman / $4,400,000
Aluminum Construction / Dutch-Built
24' Beam / MTU 8V396TB's
5 Staterooms / Private Dining Salon

Fort Lauderdale / Bob Offer
954.801.8300



Entrepreneur

110' Broward 2004 / $4,699,000
Aluminum Const. / American-Built
20' Beam / Caterpillar 3412's
4 Staterooms / 2008/2009 Refit

Fort Lauderdale / Keegan Garner
330.416.4466



Golden Touch

98' Broward /$1,595,000
Aluminum Const. / American-Built
19'3"Beam / Caterpillar 3412's
3 Staterooms / Country Kitchen

Fort Lauderdale / Justin Onofrietti
954.770.5281

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THE WORLD'S LARGEST DISTRIBUTOR FOR HARGRAVE AND MONTE FINO CUSTOM YACHTS



125' 2011 Hargrave Raised Pilothouse – NEW, NEW, NEW!!
Save big on this exciting new Hargrave yacht. Four oversized owner and guest suites, popular country kitchen arrangement, and creative new ideas on the bridge deck, aft deck, and the pilothouse levels. Call today for details on this rare opportunity.



105' 2006 Hargrave Flushdeck – DREAM
A custom 4 SR + crew masterpiece. African mahogany, South American marble and luxurious fabrics throughout. Outstanding flybridge layout. CAT 1550hp engines. $5,999,000. New Hargrave 135' arriving, ready for offers! $5,999,000



101' 2010 Hargrave Raised Pilothouse – SASSY
Sparkling new 4 SR yacht with impressive on-deck master & "Best in Class" crew quarters. Jacuzzi, high end electronics/entertainment, CAT engines. $7,200,000.



93' 2007 Hargrave Cockpit Yacht – DONNA MARIE
One of the few Hargraves built with cockpit. This wide body yacht features full beam oversized master suite, 2 guest suites, and 2 crew cabins fwd. Cat C-32 Acerts cruises at 20k and tops at 24k. Owner's new 101' Hargrave arrives next month. Shows like new. Asking $4,950,000.



101' 2010 Hargrave Euro Edition VICTORIANO
Sold — isn't that a great word in the world of boating? This magnificent yacht will now be sailing all over the Caribbean and up the coast to New England and Maine under the name NAMASTE. Isn't it about time that you stopped sitting on the fence and went on with your dreams?



115' 2005 / 2010 Hargrave Tri-Deck – MISSY B II
NEW $1.0 MIL REFIT—New flybridge + new paint (10/09). Luxurious 5 SR yacht with thoughtful details ideal for charter use. Stunning salon with spiral tri-deck staircase. CAT engines. Feels like 130' yacht. $7,900,000.

HARGRAVE
BROKERAGE & CHARTER

RAVE



97' 2006 Hargrave Raised Pilothouse – COCKTAILS
4 SRs, on deck VIP, Master and 2 twin SRs. LED-lighted onyx bar in salon. Custom retractable hardtop, Spa on flybridge, twin CAT C-30, 1550hp engines. $4,900,000.



96' 2004 HARGRAVE SKY LOUNGE – MARYCLARE
Incredibly spacious. 4 SRs for 8 guests & crew berths for 3. Satin cherry woodwork throughout, twin CAT 3412s, 1400 hp, two Sea Recovery watermakers, Jacuzzi. $3,495,000.



68' 2005 HARGRAVE FLYBRIDGE YACHT – TARA
Large master and VIP suite with crew quarters/third SR aft with private head. Twin CAT 1,000 hp engines, Naiad stabilizers. $1,595,000.



90' 2009 HARGRAVE SKY LOUNGE – MY LADY M
4 SRs incl. convertible owner's gym + crew aft. Twin CAT C-30 1550 hp engines, bow & stern thrusters, Naiad stabilizers. 32' Boston Whaler. $6,600,000.



75' 2008 VIKING SPORT CRUISER – Our Trade-In
Only 130 hrs., powered by Cat C-32 / 1675 hp engines. Layout has 4 SRs + crew aft, optional salon layout. Full electronics and A/V package,$100,000 + factory options including Passerelle boarding system, stern thruster, etc. This will be the next one to sell, bring offers now.



68' 1999/2007 Viking Sport Cruiser UNTAMED
MAN engines delivers 33 knots European beauty with upper & lower helm, full wet bar on bridge, and four cabins. Motivated 2 boat owner is asking $895,000.

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John Todd
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106' (32m) Burger Flush Deck M/Y 1998/2010

Owner of Burger Boat Company personal yacht. Exquisite! Appears absolutely as new. Sensational interior with large "country style" kitchen. Lavish updated electronics and equipment. Huge boat deck with Jacuzzi. Walkaround decks. 21 knots. 24' beam. 3000 NM range. Atlas converter. Warranty. Currently cruising the U.S. eastern seaboard. Central Agent.



116' (35m) Burger Raised Pilothouse M/Y 2005

Spectacular interior! 4 staterooms plus crew. Twin CAT power with low hours. Med-ready systems include passarelle, Atlas, Quantum hydraulics, hi capacity watermaker, waste treatment, night scope, etc. Flawless condition. Central Agent.



122' (37m) Burger Tri-Deck M/Y 2002

Five ensuite staterooms. Grand master on-deck. Large open aft deck. Huge salon. Spacious sky lounge with owner's office. Spotless engine room. Long range. Exterior paint 2010. Best equipment. Top condition. Central Agent.



106' (32m) Burger Raised Pilothouse M/Y 2004

Superb opportunity on very low hour yacht. Flawless inside and out; all the latest systems. Stunning English Brown Oak woodwork. 3 double staterooms plus crew quarters. S. Florida location. 1 year warranty. Trades considered. Co-central agent.



107' (33m) Burger Raised Pilothouse M/Y 1998

Wide beam, large volume yacht with 4 stateroom layout plus generous crew quarters. Natural cherry woodwork throughout. Maintained to perfection by long time yachtsman. Estate sale. Central Agent.



105' (32m) Poole Chaffee M/Y 1976

Huge spaces on 2 aft decks and large salon. 24'7" beam. Immense flybridge. 4 ensuite staterooms. Good crew quarters. Miserly on fuel. Long range. Passarelle. Power converter. Excellent condition. Only €995,000. Lying Athens. Central Agent.



85' (26m) Burger Flush Deck M/Y 2001

Big boat systems throughout. Fuel scrubber; sewage treatment; twin Cat 3412E's. Four ensuite staterooms. Great headroom throughout and large salon windows create open, large boat feel. Pricing opportunity of the year. Central Agent.